
Text Amendment Request(s): Chapter 11 (11-01 to 11-11)

I. GENERAL INFORMATION

Description: Transportation has been discussed in the recovery plans created in the aftermath of Hurricane Katrina and over the decades prior to the storm. Transportation planning has been an ongoing process throughout the city's history, as exemplified by the remaining and restored streetcar lines that currently operate within city limits, and the original street grid of the French Quarter. And over the years, studies and plans large and small have addressed various transportation issues involving roads, highways and transit by proposing solutions intended to make movement throughout the city more efficient and accessible. The Transportation chapter builds upon the findings and recommendations of other plans, weaving them together into an overall transportation strategy.

Assessment: Many of the actions in Chapter 11 of the Master Plan have been completed since its adoption in 2010. One significant accomplishment under Action 1.A.3 to "secure additional resources to bring New Orleans' annual street maintenance budget in line with communities with high quality streets," was the \$1.2 billion settlement the City reached with FEMA to address Hurricane Katrina related damage to streets. Additionally, New Orleans had only 9 miles of bikeways before Hurricane Katrina, including bike lanes, shared lanes, and multi-use paths. Recognizing the potential to vastly improve bicycling, the City has expanded bicycle facilities to over 100 miles. Goal 3.A has also been completed whereas the adoption of "Complete Streets Policy" for the City of New Orleans from the Chief Administration Officer has been signed and will require prioritizing the non-motorized user by integrating various transportation modes into future right-of-way projects.

Intense interagency coordination efforts have also become standard practice since the recovery. Such as Goal 1.C whereas DPW and S&WB coordinate road repairs with other infrastructure projects to increase efficiency, limit costs and preserve roadway quality and operations.

Another momentous accomplishment has been the investment in new rail and streetcar infrastructure through Regional Transit Authority and City of New Orleans efforts to obtain substantial federal and local funding as elaborated upon in Goal 4. Mode share has also increased within transit, but there is still much work to do.

Additional goals outlined in the Master Plan have been achieved and many are currently ongoing. The update to Chapter 11 builds upon the great work accomplished, the current work that continues and the existing infrastructure that

continues to require attention. Considerable coordination efforts can still be built upon for successful, continued dialogue as standard operating procedure. Further, funding from federal and state agencies can continue to enhance the City of New Orleans' efforts to create great sense place and world-class mobility options for our residents and visitors.

Requests: The City Planning Commission solicited proposals for Master Plan text amendments from the general public, as well as various City and other governmental agencies and departments. The below table is a summary of each request received by the City Planning Commission, the applicant, and the subject of the request.

<i>Request</i>	<i>Applicant</i>	<i>Chapter</i>	<i>Subject</i>
Text 11-01	Central City Renaissance Alliance	V. 2 Ch. 11	Street design and the public realm
Text 11-02	Arts Council of New Orleans	V. 2 Ch. 11	Encourage art in the public right-of-way
Text 11-03	ENONAC	V. 2 Ch. 11	Providing sidewalks and transportation options
Text 11-04	Metro Bicycle Coalition of New Orleans	V. 2 Ch. 11	Bicycle transportation
Text 11-05	Derek Chisholm	V. 2 Ch. 11	Transportation mode share goals
Text 11-06	Ride New Orleans	V. 2 Ch. 11	Improving transit through expansion of premium transit service, coordinated land use and infrastructure investments, and improved community engagement
Text 11-07	Mayor's Office	V. 2 Ch. 11	Revise conditions, goals and strategies in the Transportation Chapter
Text 11-08	City Planning Commission	V. 2 Ch. 11	Revisions to goals, narrative and graphics of Chapter 11
Text 11-09	New Orleans Public Belt	V. 2 Ch. 11	Rail gateway plan deletion and recommended replacement.
Text 11-10	Port of New Orleans	V. 2 Ch. 11	Increase freight movement capacity within the City and State roadway and waterway networks.
Text 11-11	Regional Transit Authority	V. 2 Ch. 11	Assist RTA with improving transit movement throughout the City.

II. ANALYSIS

A. What general and specific text changes were included in the requests made for the petitioned chapter(s)?

The City Planning Commission received eleven individual amendment requests for Chapter 11 of the Master Plan. Requests range in scope from amendments to individual goals, strategies, and actions to significant amendments to the entire chapter as proposed by the Mayor's Office. Amendment proposals focus on a variety of proposals from transportation, urban design, equity, and economic development, among others. This section will provide a brief summary of the proposals received for this chapter and will be followed by staff responses to each proposal in the next report section.

Text 11-01

The Central City Renaissance Alliance (CCRA) proposes the addition of a new goal and strategy, and five (5) actions to be placed in the strategies and actions table within Chapter 11. The proposed goal is to “develop Urban Street Design Guides to outline principles that support redesign of our streets for safety, impact as an economic asset, and for use as public spaces.” The proposed actions further aim to develop and adopt policies to support the redesign of streets and public spaces that support community inclusion within the planning process, economic development, enhance bicycle and pedestrian access to the surrounding area, and allow funding for neighborhood projects. The CCRA's proposal also includes an action to support the use of temporary materials for major street redesign projects to later be replaced by permanent materials when funding is available. The proposed actions recommend a 1-5 year projected implementation, and include a number of organizations responsible for their implementation, including the CPC, NEO, NOLABA, DPW, Ride, and Bike Easy.

Text 11-02

The Arts Council of New Orleans proposes the addition of a strategy to be in the strategies and actions table within Chapter 11 under existing Goal 3. The proposed strategy requests the development of a “Pavement to Parks” program to encourage public participation while allowing for low-cost, temporary pilot testing of projects to improve the pedestrian, bicycle and transit-user experience. The strategy would include the creation of guidelines for the implementation of parklets and plazas within the public right-of-way.

Text 11-03

The Eastern New Orleans Neighborhood Advisory Commission (ENONAC) submitted three (3) proposals to amend Chapter 11 in the form of recommended actions. ENONAC's intent is to provide reliable and accessible transportation options for all. Proposed actions include pedestrian access for residents to reliable transit options, the proposed construction of sidewalks along all major street where sidewalks are absent, and elevated pedestrian access across Interstate 10 at Crowder and Read Boulevards.

Text 11-04

The Metro Bicycle Coalition of New Orleans (Bike Easy) submitted several proposed amendments to be considered for Chapter 11 of the Master Plan. Bike Easy's intent is to enhance and implement the Complete Streets Policy that was signed by the Chief Administrative Officer earlier in 2016. This submission proposes to ensure that high-quality bicycle and pedestrian infrastructure are considered with every roadway construction project by the City. Other specific amendments have also been proposed by Bike Easy that would fully align with Complete Street Program goals, including but not limited to, bicycle parking locations, high quality bicycle facility implementation, New Orleans Police enforcement coordination and others.

Bike Easy also seeks a proposal to update the City of New Orleans Roadway Design manual to include modern, best practices. Further, Bike Easy also proposes to establish the creation of a permanent staff position within an unspecified department charged with increasing mobility options as well as a permanent transportation coordinator position within the Mayor's Office who is also charged with increasing mobility options and coordinating with City departments to improve roadway safety. Each of Bike Easy's specific proposals are listed in the following section.

Text 11-05

A resident the City of New Orleans, Derek Chisholm, proposes the inclusion of the Mode Share Goal as a measurement for transportation choice in the City of New Orleans. Mode share is the percentage of trips made by all modes (driving, walking, biking, carpool and transit). The amendment requests that the Master Plan provide a goal for each mode of transportation as determined through public outreach and stakeholders meetings. The proposal further recommends an action to ensure continued progress toward those mode share goals and regular reporting of progress. Measuring the City's progress of adopted goals may be critical to manicuring future plan implementation for greatest success.

Text 11-06

RIDE New Orleans' primary goal is to enhance the quality of life in the New Orleans region by promoting safe, convenient, and affordable transportation options. To this end, RIDE has proposed changes rooted in ten transit national best practices and priorities to augment the Regional Transit Authority's transit system. Those priorities and practices include:

1. Reliable service running every fifteen (15) minutes;
2. Fast, reliable travel times;
3. Increases early morning, late night and weekend hours;
4. A shady place to sit;
5. Fast and easy transfer;
6. Excellent customer service, communications and up-to-date information;
7. A comfortable ride;
8. Seamless regional travel options;
9. Easy access to school;
10. Community involvement to define planning and decision-making.

RIDE New Orleans submitted amendments as to how the above mentioned goals could be achieved with the end result improvement in the transit system that would increase reliable choices and provide New Orleans' residents better access to jobs and opportunities.

- Goal 2.B: Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit oriented neighborhoods along existing and potential future transit routes.
- Goal 2.E: Discourage the development of major park and rides within the urban core.
- Goal 4.A: Improve the existing bus and streetcar system, to meet the current and future mobility needs of residents, businesses and visitors.
- Goal 4.B: Enhance the quality of Regional Transit Authority rolling stock of fixed infrastructure to increase on-time performance and service, improve customer communications, and enhance the quality of access to bus stops and their safety and waiting conditions for all users.
- Goal 4.C: Redesign our regional transit system to better connect people, employment and essential services.
- Goal 4.D Better market transit service to improve mode share (percent of people who use transit).
- Goal 4.E Create forums and entities for agency coordination and consolidation to improve transit service delivery, provide seamless regional travel options and promote sustainability.
- Goal 4.G Identify goals and policies related to providing and prioritizing funds for transportation projects, programs and services. Work towards transportation funding levels necessary to maintain and improve the regional transportation system.

RIDE wishes to provide New Orleans's residents better access to jobs and opportunities and has stated that the average New Orleanian with a car can reach 89% of area jobs in 30 minutes or less, but only 11% of the area jobs area reachable by transit.

Text 11-07

The text amendment by the Mayor's Office makes numerous changes throughout Chapter 11 to reflect what has been accomplished since the plan was adopted and to reflect the administration's policy initiatives. The predominant theme was to coincide with the Resilient NOLA strategy as released by the New Orleans Redevelopment Authority in association with the Rockefeller Center in 2015. The subsections of the Resilient NOLA strategy were, Adapt to Thrive, Connect to Opportunity and Transform City Systems. Through the lens of the subsections of the Resilient NOLA strategy was Chapter 11 of the *Plan for the 21st Century* envisioned.

Noticeable changes include the complete reorganization of the subheadings into five distinct goals from the previous seven:

1. Provide quality transportation infrastructure
2. Increase efficiency across all modes of transportation

3. Improve safety, accessibility, and quality of life for all transportation users
4. Promote economic development and innovation through integrated transportation planning and policies
5. Develop an environmentally sustainable and resilient transportation system

From the beginning of the chapter, the structure assumes a different approach with completely updated statistics of accomplishments comprehensively outlined on the fact sheet. Priorities have naturally been readjusted as well that will be less recovery based in their initiative and more progressive with their desired accomplishments. Once again, resilience and equity are the platform for which the entirety of the chapter is built upon.

Text 11-08

The City Planning Commission proposes a number of minor amendments mainly aimed to update certain facts and figures included in Chapter 11. In the six years since the adoption of the Master Plan, many events have happened that should be updated in this chapter, including the construction of the Rampart Street/St. Claude Avenue streetcar, completion of the Livable Claiborne Communities study, and the adoption of the new Comprehensive Zoning Ordinance. Additional amendment proposals include an update on the progress and relevancy of the named bicycle routes listed in Chapter 11, and language to clarify the intent of the Best Practices Checklist for Rail and BRT Premium Transit text box.

Text 11-09

The New Orleans Public Belt requested the amended language that “New Orleans is one of four rail gateways where six Class I railroads interchange.” NOPB would like to delete the reference to “tons of cargo” due to the fact that NOPB does not have the data on cargo moved by rail within the City of New Orleans. Also, the NOPB recommends deleting the reference to 25 miles of main track and 97 miles of yard track. NOPB proposes to amend Goal 6.B and delete references to the Rail Gateway Plan. Amendments to current Goal 6.B include adding two new actions:

- Implement centralized traffic control (CTC) across the rail network to consolidate and standardize train routing decisions, alleviate congestion, and promote fluidity.
- Pursue adequate funding, including federal funding, for the implementation of rail improvement projects to increase safety, operating efficiency and fluidity.

Text 11-10

The Port of New Orleans proposes several strategy and action amendments including revising existing strategies and adding additional actions. Additional actions include studying existing capacity and connectivity for port access, providing dedicated truck-way to port facilities from the interstate and through the Tchoupitoulas Street corridor, and to explore alternative modes of freight movement. Revisions include supporting capital improvements for Industrial Canal crossings and to ensure that the City’s hazard mitigation plan and preparedness and response measures are coordinated with the Port of New Orleans to safely move hazardous freight through the City.

Text 11-11

The Regional Transit Authority has proposed numerous amendments pertaining to the increased comfort, speediness and capital spending in regards to transit access to riders. The six strategies proposed by the RTA include:

- Strategy 4.A: Develop a Transit Master plan to guide future development and service enhancements
- Strategy 4.B: Enhance RTA's infrastructure to support an upgraded transit network that focuses on access, safety and timeline.
- Strategy 4.C: Increase in the Use of Technology
- Strategy 4.D: Improve and expand access to the transit network throughout the City.
- Strategy 4.E: Expand marketing and community engagement
- Strategy 4.F: Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.

The RTA also proposed various actions for each strategy as a means to accomplishing that strategy. For example, to support proposed Strategy 4.D, the RTA recommends improving bus and streetcar frequency, redesigning line where possible, exploration of alternative service delivery models for lower demand neighborhoods, and the improvement of regional connections. The RTA's proposed Goal 4 would replace the current Goal 4 of Chapter 11 which calls for "Fast and efficient mass transit supported by transit-oriented development." This goal currently houses the majority of transit-related goals currently in Chapter 11.

B. How did the staff respond to each request for text change for the petitioned chapter(s)?

Overview

The staff has found that the proposed amendments added valuable components to the Master Plan. Similar amendments were proposed to the overall goals and sections of the Transportation chapter, the staff recommends merging some proposals or recommends that some amendments be included in the Chapter in different locations than proposed.

Individual

A brief analysis of and staff's response to each of the individual text amendment requests are as follows:

Text 11-01

The Central City Renaissance Alliance (CCRA) proposed amendments are as follows:

- Develop guide and adopt policies to support redesign of streets as public spaces that support community cohesions, cultural preservation, as well as channels for movement. Ensure inclusion of community engagement.

- Staff Analysis: *Modified Approval*. The Mayor’s Office as submitted similar practices and goals as they are considered Complete Streets goals and principals as incorporated in Goal 1: Provide quality transportation infrastructure.
- Advocate street redesign as an economic asset tool to generate higher traffic and revenue for business and increase value for homeowners
 - Staff Analysis: *Denial*. Contradictive to other CCRA requested goals. The desire to increase vehicular traffic contradicts the below goal to “Improve street designs to insure people walking, parking, working and driving can cross paths safely.
- Fund neighborhood projects to implement low cost redesign solutions for varied purposes – parklets, bike shares and calming traffic.
 - Staff Analysis: *Modified Approval*. The Mayor’s Office as submitted similar practices and goals as they are considered Complete Streets goals and principals as incorporated in Goal 1: Provide quality transportation infrastructure.
- Improve street designs to insure people walking, parking, working and driving can cross paths safely.
 - Staff Analysis: *Modified Approval*. The Mayor’s Office as submitted similar practices and goals as they are considered Complete Streets goals and principals as incorporated in Goal 1: Provide quality transportation infrastructure.
- Use Phase Approach to major redesign where interim materials are used in short and later replaced by permanent materials when funds are available.
 - Staff Analysis: *Modified Approval*. The use of tactical urbanism in place of more expensive investments is a complement of the principals of Complete Streets and should therefore be included in the Master Plan. The staff supports placing a modified version of the Central City Renaissance Alliance’s proposal in the narrative of proposed Action 3.A.1 of the Mayor’s Office’s proposal.

Text 11-02

The Arts Council of New Orleans completed a master plan for their agency in 2015 with the progressive mission of “Art Transforms Communities.” Their primary objective is to strengthen the partnership between the Art Council and the City of New Orleans by asserting itself as a key implementing agency of the goals, objectives and policies outline in the Plan for the 21st Century, also known as the Master Plan.

The Arts Council has proposed one amendment for Chapter 11:

- Develop a Pavement to Parks Program to encourage public participation while allowing for low-cost, temporary pilot testing of projects to improve pedestrians, bicycle, and transit-users experience.
 - Staff Analysis: *Modified Approval*. Language Modification: Although a Pavement to Parks Program may seem to be inherent to Chapter 7 – Green Infrastructure or Chapter 12 – Resilience, when considering the public right-of-

way, Chapter 11 – Transportation should be considered is network connectivity is in question. A Pavement to Parks Program request is consistent with the goals of Resilient NOLA. In many cases, public right-of-way may be over paved, or a vehicle connection may simply be unnecessary. Once pavement has been returned to green space, the maintenance costs are significantly decreased. The staff recommends inserting this recommendation in the narrative of Action

Text 11-03

The Eastern New Orleans Neighborhood Advisory Commission (ENONAC) submitted three proposals to amend Chapter 11 with the overall goal to provide safe, reliable and accessible transportation for all residents. The three proposals are as follows:

- Build sidewalks along major streets where sidewalks have not been constructed.
 - Staff Analysis: Modified Approval: ENONAC’s proposed amendment to construct sidewalks where they have previously not been constructed aligns with the Resilient NOLA plan as well as the City’s Complete Streets policy. The Mayor’s Office have also included such amendments which are recommended for approval with Goal 2.D and 2.G.
- Provide reliable public transportation that is within walking distance of medium,-high density residential uses.
 - Staff Analysis: The Mayor’s Office proposed a similar strategy to “Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.” The RTA and RIDE New Orleans have also proposed such infrastructure amendments which is recommended for approval within the Mayor’s Office proposal in Goal 2.A.6 and 3.C
- Elevated pedestrian crosswalks over Interstate 10 between Crowder and Reade Boulevards.
 - Staff Analysis: *Modified approval.* Increasing the walkshed over physical barriers is a paramount consideration for the city as a whole and is mentioned in Resilient NOLA and should be considered for the Master Plan. The Mayor’s Office has also proposed such an amendment to overcoming physical barriers as written in the Pedestrians section whereas the City’s focus will to provide safe and frequent opportunities to cross major roads and other barriers as well as in Goal 2.G.

Text 11-04

The Bike Easy proposal wishes to ensure that high-quality bicycle and pedestrian infrastructure are considered with every roadway construction project by the City. Other specific amendments have also been proposed by Bike Easy that would fully align with Complete Street Program goals, including but not limited to, bicycle parking locations, high quality bicycle facility implementation, New Orleans Police enforcement coordination and others. The following is the staff’s response to the individual proposals submitted by Bike Easy:

- Page 11.6: ~~Establish a “complete streets” policy~~ Fully implement a Complete Streets Program to provide safe and convenient street access for people walking and biking ~~pedestrians and bicycles~~, as well as vehicles on ~~major~~ all streets.

Create a vision and plan for creating comprehensive biking and walking networks, that are integrated with the transit network, to provide mobility options to all people in the region and especially those who have the greatest transportation need.

Staff analysis: *Modified Approval*. The concept of Complete Streets progress from policy proposal to the implementation phase is valid and the natural progression of a Complete Streets program within the City of New Orleans per a 2016 memo released by the Chief Administrative Officer. The Mayor’s Office submitted a nearly identical proposal listed as Strategy 3.A to “Implement the adopted “Complete Streets Policy.” The staff supports the incorporation of this strategy as recommended by the Mayor’s Office.

- Page 11.7, Summary Table – Goal 1: Bike Easy proposes to modify language of existing text and a corresponding amendment to the language in the narrative text on Page 11.19 to:

1.A.4: Through the Complete Streets Program, ensure high-quality bicycle and pedestrian infrastructure is incorporated into all relevant street project budgets and create a permanent, dedicated funding stream for high-quality pedestrian and bicycle infrastructure creation and maintenance.”

1.A.4: Through the Complete Streets Program, ensure high-quality bicycle and pedestrian infrastructure is incorporated into all relevant street project budgets and create a permanent, dedicated funding stream for high-quality pedestrian and bicycle infrastructure creation and maintenance.”

Who: Mayor’s Office, DPW, RPC

When: Next five years

Resources: Staff time

Staff analysis: *Denial*. This proposal is sufficiently covered by the Mayor’s Office’s proposed Action 1.A.6 to “Consider and appropriately balance the needs of all users within the context of the City’s Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets program goals.”

- Page 11.9, Summary Table – Goal 3: Bike Easy proposes to modify language of existing text and a corresponding amendments to the language in the narrative text on Page 11.26 and 11.27 to read as follows:

3.A: Implement the ~~adopted~~ “Complete Streets Policy Program” for the city of New Orleans to prioritize safety for vulnerable road users like people walking or biking and to ensure everybody, regardless of who they, where they live, or how they get around, has the choice to travel in a safe and convenient manner ~~which moves~~

~~people and freight safely while prioritizing the non-motorized user by integrating various transportation modes.~~

- 3.A.1: Develop and adopt Complete Streets Implementation Guidelines for internal and consultant design engineers that include a street classification s system to prioritize infrastructure investment and guide street design and operation specifics in project development.
- 3.A.2: Create a Complete Streets Plan with a strategy for prioritization that focuses investment targeted at increasing mobility options in the areas of the City of New Orleans where people have the greatest economic, public health, environmental and mobility needs.
- 3.A.2: Require training on the design of Complete Streets for all design consultants doing business with the City and give preference in the bid process to those consultants whose project managers have demonstrated Complete Streets design experience.
* * *
- 3.A.4: Update the City of New Orleans Roadway Design Manual to include the best practices, including those from the National Association of City Transportation Officials for the accommodation of non-motorized transportation and streetscape improvements, to prioritize safety of people using active transportation and public transit.
* * *
- 3.A.7: Build greater capacity in DPW and CPC for mobility planning and design work in order to track and guide multi-modal safety and accommodation in all projects and to coordinate with a transportation planner within the CPC.

Staff analysis: *Modified Approval.* The proposed addition and modifications to Strategy 3.A and related actions mainly attempt to shift the focus of the existing strategy from the adoption of a Complete Street ordinance to the implementation of the Complete Streets ordinance. Additionally, language is proposed to expand upon the idea of what Complete Streets is and its focus in equitable transportation infrastructure. The staff believes that these proposals are mostly accounted for in the Mayor’s Office’s submission that is supported by the staff. This includes the Mayor’s Office proposed strategy 3.A to “Implement the adopted “Complete Streets Policy,” and Action 1.A.6 to “Consider and appropriately balance the needs of all users within the context of the City’s Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets program goals,” among others. The staff believes that proposals to add specifics to Goals 3.A.1 and 3.A.4 outlining specific components of a Complete Street Implementation Guidelines document and best practices documents would be better placed in the narrative associated with those goals and actions. The staff recommends modified approval to generally support the recommendations of the Mayor’s Office’s proposal and to insert supporting language in the narrative of the corresponding goals as proposed by Bike Easy. Bike Easy’s application included recommendations for two Action 3.A.2s, one to create a Complete Street strategy that is equitable and the other that recommends

preference to firms in the bid process that have Complete Streets experience. The staff believes that the principle of equity is thoroughly integrated in this chapter and its policies and action items, and does not support this specific amendment. Bike Easy also proposed that contractors with experience with Complete Streets projects should be preferred during the bidding process. This amendment would build on an action in the current language of Chapter 11 which requires Complete Streets training for design consultants. The staff supports the inclusion of the action item as proposed by Bike Easy as Action 3.A.6. Bike Easy's proposed amendment to Action 3.A.7 to build greater capacity in DPW and CPC is not supported by staff, because the CPC recently accomplished an action of the Master Plan to hire a Transportation Planner. Additionally, the staff supports a proposed amendment by Mayor's Office to establish a permanent bicycle and pedestrian safety engineer position in DPW. The staff believes that Bike Easy's proposal is sufficiently addressed and therefore does not recommend approval of that specific amendment.

- Page 11.9, Summary Table – Goal 3: Bike Easy proposes to modify language of existing text and a corresponding amendment to the language in the narrative text on Page 11.27 to:

3.B: Establish a permanent staff position at City of New Orleans focused on increasing mobility options and multi-modal safety accommodation position within DPW.

- ⊖ 3.B.1: Create a permanent transportation coordinator position within the Mayor's Office charged with working across departments to improve roadway safety and increase mobility options. Secure permanent funding for a multi-modal accommodation position to track and guide all road, bridge and community facilities capital and maintenance projects and coordinate with the transportation planner in the CPC, once one is hired.
- 3.B.2: Hire a safe Routes to School Coordinator in the New Orleans Health Department to coordinate grants and projects dedicated to increasing school transportation safety.
- 3.B.3: Determine needs within all department that play a role in transportation safety including NOPD, NOHD, DPW, Mayor's Office, and other, and develop a staffing plan to meet those needs.

Staff analysis: *Modified Approval*. The Chief Administrative Office has hired a Director of Mobility, the City Planning Commission has hired a Transportation Planner, and the Health Department has hired a Safe Routes to School Coordinator. The proposed amendments have been fulfilled, and as such, the staff recommends denial of proposed Strategy 3.B, and Actions 3.B.1 and 3.B.2. The staff does support the recommendation for additional staffing within city government for transportation safety. The staff recommends that modified language for this proposal be placed under the Mayor's Office's proposed Strategy 3.B to replace the proposed language of Action 3.B.7 to state "Consider augmenting existing staff to enhance the City's role in transportation safety."

- Page 11.9, Summary Table – Goal 3: Bike Easy proposes to modify language of existing text and a corresponding amendment to the language in the narrative text on Page 11.28 to:
3.D: Provide significant infrastructure investment and implement traffic calming techniques to improve safety and ~~to make major boulevards and corridors city streets~~ more attractive to and pedestrian friendly, particularly at areas with high pedestrian use.

Staff analysis: *Denial*. The staff believe the proposed modification to Strategy 3.D is redundant in regards to Complete Streets. Department of Public Works is committed to ensuring the highest quality bicycle and pedestrian facilities are considered within every project as far as the scope and funding will allow. Additionally, the Mayor’s Office’s amendment submission as supported by staff includes a proposed Action 3.A.5 to “implement pedestrian improvements, such as crosswalks, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/commercial corridors, residential complexes for senior citizens and person with disabilities, parks and other recreational facilities, and government/institutional buildings in accordance with the City’s Pedestrian Safety Action Plan.” The staff recommends denial to the proposed modification to Strategy 3.D.

- Page 11.9, Summary Table – Goal 3: Bike Easy proposes to modify language of existing Strategy 3.F and adds new Actions 3.F.1 through 3.F.4 and proposed corresponding amendments to the language in the narrative text on Page 11.30 and 11.31 to:

3.F: Develop a bicycle strategy for the City of New Orleans that prioritizes building low-stress, high quality infrastructures, creating a connected network and increasing safe mobility options for those that need it most.

- 3.F.1: Conduct deep community engagement an collect broad stakeholder input to develop a comprehensive bicycling strategy informed by and supported by the public.
- 3.F.2: Analyze geographic need for mobility improvements based on economic and health outcomes and prioritize bicycling improvements that had the greatest potential to improve social equity
- 3.F.3: Create a dedicated funding stream for bicycle improvements consistent with the overall plan and community-driven strategy ~~City should include adequate funding for future bicycle improvements.~~
- 3.F.4: Establish a Mobility and Active Transportation Working Group in City Hall to coordinate across departments ~~Pedestrian and Bicycle Advisory Committee~~ and to assist in reviewing projects, policies and engaging bicycle users.

Staff analysis: *Modified Approval*. The proposal to modify current Strategy 3.F is similar to the Mayor’s Office proposed Action 2.E.1 to “Develop and implement a comprehensive Bicycling Plan, to include the creation of a connected citywide network of bike lanes,

multi-use paths, and other bike facilities to safely accommodate bicyclists.” One difference between the two proposals is that the Mayor’s Office lists specific bicycling facilities, whereas the Bike Easy proposal broadly calls for “low-stress, high quality infrastructure...” The staff recommends that the proposed language of Action 2.E.1 of the Mayor’s Office proposal be modified to incorporate language from the Bike Easy proposal to amend existing Strategy 3.F, but does not support the proposed narrative language accompanying it. The staff further supports proposed Actions 3.F.1, 3.F.2, and 3.F.3 to be placed in the narrative describing how the Mayor’s Office’s proposed Action 2.E.1 can be accomplished, and the key components of a quality bicycle plan. The staff does not support recommended Action 3.F.4 because of the various transportation-focused committees that currently exist, including the Pedestrian and Bicycle Safety Advisory Committee, Complete Streets Working Group, and the City Council’s Transportation and Airport Committee.

- Page 11.11, Summary Table – Goal 3: Bike Easy proposes to modify language of existing Actions 3.G.1, 3.G.3, 3.G.6, and 3.G.7 and add a new Actions 3.G.4, and proposed corresponding amendments to the language in the narrative text on Page 11.31 and 11.32 to:
 - 3.G.1: Establish a Complete Streets Design Committee ~~Pedestrian and Bicycle Advisory Committee~~ to assist in reviewing city infrastructure projects ~~policies and plans~~ and to engage bicycle users.
* * *
 - 3.G.3: Review previous bike plans, analyze crash data and conduct extensive community stakeholder engagement to ~~and studies, including the 2004 Transportation Element, UNOP plans, and others to~~ set priorities for adding street bicycle facilities and lanes in a phased manner based on the greatest need for mobility and safety, connecting neighborhoods, closing gaps in existing bicycle infrastructure to create a complete and equitable network and mitigating bottlenecks created by rail infrastructure, bridges, underpasses and other disruptive elements.
 - 3.G.4: Ensure that all new road projects are consistent with the comprehensive bicycle plan and Complete Streets Program ~~As streets are being repaved, ensure that new bike facilities are provided.~~
* * *
 - 3.G.6: Develop standards and guidelines for bicycle facilities consistent with National Association of City Transportation Officials publications.
 - 3.G.7: ~~Where feasible,~~ As part of the regional network, extend and create levee top paved bike paths.

Staff Analysis: *Modified Approval*. Proposed amendments to the above actions relate to two broader topics: Complete Streets and specific concepts and topics that should be included in a Bicycle Master Plan. Bike Easy proposed the creation of a Complete Streets Committee to assist in the review of projects and as a means to engage the cycling community during the review. Not long after the CAO developed a Complete Streets Policy for the City, a Complete Streets working group was established in order to

accomplish much of this goal. The meetings are public, and advocates of the bicycling community and any community are welcome to participate in the meetings. The other proposed actions include setting priorities for bicycle infrastructure, developing standards and guidelines for bicycle facilities, extend levee paths, and ensure that new road projects are consistent with the newly created bicycle plan and the Complete Streets program. The staff does not recommend adding these items as specific actions in Chapter 11 as they will be components of the proposed Bicycle Plan. The staff does, however, support adding language to the narrative of Action 2.E.1 to further expand upon what the community wants from a bicycle plan. Furthermore, the staff is recommending the elimination of the list of bicycle routes to be studied that is currently in Chapter 11, and thus does not support Bike Easy's proposal to amend the list.

- Page 11.11, Summary Table – Goal 3: Bike Easy proposes to replace Actions 3.H.2 and 3.H.4, and proposed corresponding amendments to the language in the narrative text on Page 11.32 to:
 - 3.H.2: Utilize on-street parallel parking spaces and clear zones to increase bicycle parking availability. ~~Allow for the transformation of a limited number of on-street, parallel vehicular parking spaces into on-street bike rack/storage areas as demand or adjacent landowners call for it.~~
 - 3.H.4: Develop an equitable and sustainable bike share program that enhances mobility and bicycle safety, is accessible to all income levels, and eventually services the entire city. ~~A public bike rental program, modeled on Paris' Velib and other successful programs, with public bike kiosks throughout the city.~~

Staff Analysis: *Modified Approval*. Bike Easy's proposal to replace Action 3.H.2 is also recommended as a part of the narrative under Action 2.E.3 of the Mayor's Office's proposed rewrite of Chapter 11. The Mayor's Office proposal is to "pilot a limited number of on-street vehicular parking spaces to be converted into on-street bike rack/storage area if demand or adjacent property owners call for it." The staff supports the Mayor's Office proposal and believes it sufficiently covers Bike Easy's proposed amendment for Action 3.H.2. Bike Easy's proposal to replace Action 3.H.4 is similar to the Mayor's Office's proposed Action 2.C.4 to "Implement a bike share system." The staff supports the integration of Bike Easy's proposed language in the Mayor's Office's proposed Strategy 4.A.

Page 11.12, Summary Table – Goal 3: Bike Easy proposes to modify language of existing Strategy 3.I and Actions 3.I.1, 3.I.2, and 3.I.3, and proposed corresponding amendments to the language in the narrative text on Page 11.33:

- 3.I: Use a data drive approach to develop programs that address enforcement education and encourage bicycling
 - 3.I.1: Coordinate with NOPD and the criminal justice system to better enforce bicycle laws for both bicyclists and motorists.

- 3.I.2: Improve gathering, tracking analysis and dissemination of crash data, including to the public, to guide funding to address problem areas.
- 3.I.3: Encourage and support events including Bike to Work, No Car Days, Open Streets Events, Celebrity Rides, etc.

Staff Analysis: *Modified Approval*. The proposal by Bike Easy to modify language of current Strategy 3.I and subsequent actions aims to build upon an existing strategy and actions to promote transparency in data and reporting, working with the criminal justice system to enforce laws, and for the City to promote Open Streets events in addition to events already listed in the Master Plan. The staff recommends approval of the proposed amendments to 3.I.2 and 3.I.3, which the staff proposes be inserted in the Mayor’s Office’s proposed 3.B.3 and 2.C.3, respectively. The staff believes that the amendment proposed to Action 3.I.2 sufficiently covers the proposal for the proposed amendment to Strategy 3.I, and thus does not support that amendment. The proposed amendment to 3.I.1 to include the “criminal justice system” in the discussion about enforcement of bicycle laws would be included in the “Who” of the Mayor’s Office’s proposed Action 3.B.4 to “protect vulnerable road users such as pedestrians, cyclists, and motorcyclists.” The staff recommends modifying Bike Easy’s proposal to list the Municipal Courts as a responsible party for the Mayor’s Office’s proposed Action 3.B.4.

Text 11-05

Resident Derek Chisholm, proposes the amendment to measure the City’s progress toward adopted mode share/mode split goals. Mode share is the percentage of trips made by all modes (driving, biking, transit, carpool, walking).

The reference of a transit mode share goal of 5% within the Mayor’s Office proposed amendment for future goals should be omitted due to the statistic being inaccurate. The below data from the 2013 is the latest mode share split for the City of New Orleans.

US Census ACS 50-year Estimates	USA	Louisiana	NO Metro Region	City of New Orleans	Downtown (Study Area*)
Means of Transportation to Work					
Car, truck, or van	86.10%	92.40%	89.30%	80.20%	60.2%
Drove alone	76.30%	82.10%	78.20%	69.80%	53.7%
Carpooled	9.80%	10.20%	11.00%	10.40%	6.4%
Public transportation (excludes taxi)	5.0%	1.30%	2.70%	7.00%	7.3%
Walked	2.80%	1.90%	2.50%	5.10%	15.4%
Bicycle	0.60%	0.50%	1.00%	2.50%	7.7%
Taxicab, motorcycle, or other	1.20%	1.60%	1.70%	1.60%	3.6%
Worked at home	4.30%	2.30%	2.80%	3.50%	5.8%
Mean travel time to work (minutes)	25.5	24.9	25.5	23	20.3

Source: 2013 U.S. Census ACS 5-year Estimates – Commuting Characteristics

*The estimates shown represent the combined total of all Census Tracts that lie within the Study Area, including CT 26, 27, 34, 38, 39, 77, 78, 134, 138, 139, and 140.

Staff Analysis: *Modified Approval:* The first step for the creation of effective and practical plans is data collection. A mode share baseline and goal is a fundamental component to assist in the creation of a vision for the future of urban mobility in New Orleans. Inclusion of mode share goals as a measurement for transportation choice (pedestrian, bicycle and transit ridership) in the City of New Orleans. The concept of mode share goals is a fundamental metric in the success of Complete Streets and Resilient NOLA. Mode Share goals should be articulated through public outreach in coordination with the measurement of infrastructure goals. Placement of Derek Chisholm’s amendment is recommended to be placed in Goal 2: Increase Efficiency Across all Transportation Modes as a Strategy and Action and including the proposed How, Who, When, Resources, etc.

Text 11-06

RIDE New Orleans’ primary goal is to enhance the quality of life in the New Orleans region by promoting safe, convenient, and affordable transportation options. Proposed amendment submissions include:

- Goal 2: RIDE proposes to modify language of existing text and a corresponding amendments to the language in the narrative text to read as follows:
 - 2.B: New Orleans will also be one of the first cities to implement the Affirmatively Furthering Fair Housing Rule (AFFH). AFFH requires cities that receive HUD funding to take” meaningful actions to overcome segregations, address significant disparities in housing needs and in access to opportunity, and transform racially and ethnically concentrated areas of poverty into opportunity.”
 - In keeping with the AFFH rule and the RTA’s STP...
 - Within the Recommended Actions section of 2.B.1, Ride would like to include the words “equitable” and “mixed-income”
 - 2.E: Discourage the development of major park and rides within the urban core.

Staff Analysis: *Modified Approval.* RIDE specifically wants to plan for the most vulnerable within the population of New Orleans. However, some details may be too detailed for the Master Plan. However, as New Orleans is a recipient of HUD funding and one of the first cities to implement the Furthering Fair Housing Rule (AFFH), the City has placed reference to the AFFH Rule in the “Equity” section of the proposed Master Plan amendment by the Mayor’s Office.

The language and placement for 2.B is changing significantly enough as to where placement of this proposed narrative would be insupportable in the newly proposed narrative from the City and other stakeholder agencies. Further, all parking lots, regardless of the intention of their construction, may or may not be allowed on the basis of the underlying zoning district or the approval of a conditional use application.

- Goal 4: RIDE proposes to modify language of existing text and a corresponding amendments to the language in the narrative text to read as follows:

4.A: Improve the existing bus and streetcar system, to meet the current and future mobility needs of residents, businesses and visitors.

- 4.A.1: Improve frequency, travel times, reliability and convenience of exiting bus and streetcar service.
- 4.A.1: Following RTAs Strategic Transit Plan identifying major routes and corridors, reduce headways along major transit routes to less than 10 minute intervals during peak periods; ~~including the following routes: Elysian Fields, St. Claude, Magazine, St. Charles, Broad, Canal street car and others.~~
- 4.A.1: ~~Examine the feasibility of~~ Prioritize major upgrades in headways and operation hours along secondary routes ~~historically less frequent service including: Jackson Esplanade, Claiborne, Freret, and others.~~
- 4.A.3: Provide programs and services to promote transit, bicycling, walking and carpooling to help reduce car use and Single Occupancy Vehicle (SOV) trips.

Staff Analysis: *Modified Approval*. The proposed addition and modifications to Strategy 4 and related actions attempt to decrease the reliance upon specifically identifying corridors. RIDE attempts to create an all-inclusive vision for the decrease of headways and increase of ridership in the network as a whole. The staff believes that these proposals are mostly accounted for in the RTA and Mayor's Office's submission that is supported by the staff. This includes the Mayor's Office proposed narrative in regard to the "Priorities" of the Master Plan on page 11.7 to "Invest over time in a premium public transit system to provide greater reliability, comfort, and amenities and increase the public transit mode share of transit. Transit mode share is currently at 7%." The Mayor's Office has also proposed language to the narrative of Public Transit Facilities on page 11.19 where as "Improvements to transit will prioritize reducing travel time, increasing frequency, and increasing access with redesigned and regional routes. Increasing travel time with investments such as pre-paid boarding, will improve reliability and efficiency of service throughout the system."

4.B Enhance the quality of Regional Transit Authority's rolling stock and fixed infrastructure to increase on-time performance of service, improve customer communications, and enhance the quality of access to bus stops and their safety and waiting conditions for all users

- Double the current bus fleet and continue to replace older RTA buses with newer, biodiesel and hybrid buses that are more fuel efficient and have lower emission. In the Medium Term.
- ~~Continue to repair flood damaged, red streetcars in order to restore a full fleet of streetcars~~
- Improve access signage, lighting, landscaping, ADA accessibility, real-time arrival information and other amenities at major transfer points and high

frequency corridors to enhance the transit customer's experience.

- Coordinate with complete street design and vision zero initiatives.

Staff Analysis: *Modified Approval*. All deleted items are accepted with approval. RIDE proposed to insert language pertaining to the consistent modernization of the RTA's fleet and technology. The staff believes that these proposals are mostly accounted for in the RTA and Mayor's Office's submissions that are supported by the staff. This includes the Mayor's Office proposed narrative in regard to the "Priorities" of the Master Plan on page 11.7 to "Invest over time in a premium public transit system to provide greater reliability, comfort, and amenities and increase the public transit mode share of transit. Transit mode share is currently at 7%." The Mayor's Office has also proposed language to the narrative of Public Transit Facilities on page 11.19 where as "Improvements to transit will prioritize reducing travel time, increasing frequency, and increasing access with redesigned and regional routes. Increasing travel time with investments such as pre-paid boarding, will improve reliability and efficiency of service throughout the system."

RIDE's proposed amendment to double the current bus fleet is elaborated upon by the Mayor's Office proposal and has included the proposal on page 11-28, Goal 1.3 have also included such amendments which will is recommended for approval within Goal 1.G and further elaborated upon on page 11-28 and 11-21 "Transportation System Users," of the Mayor's proposal.

Vision Zero and Complete Streets are mentioned significantly mention in the Mayor's Office submission as well as contributions from Bike Easy. Goal 3.A of the Mayor's Office submission specifies that the City is to "Implement and adopt a Complete Street Policy" and Goal 3.B states that the City is to "Implement the Vision Zero Safety program for the City of New Orleans to reduce traffic fatalities and severe injuries." ADA accessibility concerns are also mentioned in Goal 3.5 whereas the City is to "Implement pedestrian improvements, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/commercial corridors, residential complexes for senior citizens and persons with disabilities, parks and other recreational facilities, and government/institutional building in accordance with the City's Pedestrian Safety Action Plan."

4.C Redesign our regional transit system to better comment people, employment and essential services.

~~All transit expansion studies and projects detailed below shall require a comprehensive planning process by the RTA and RPC, with assistance from the CPC transportation planner and available staff. Transit redesign will provide transit service that is fast, frequent, and reliable between local &~~

regional urban centers/transit corridors and treat is accessible to most of the city's residences and business. The City shall ensure that the process incorporates community outreach and input; that the City works with the RTA and other non-municipal agencies to implement the transit "best practices" adopted by this plan (see "Best Practices Checklist for Rail and BRT Premium Transit" on the facing page); and identify/study alternative route alignments, a requirement of Federal funding.

Additionally, a set of criteria shall be developed by the above entities to determine route expansion priorities. Criteria should include, but not be limited to, potential ridership, economic and neighborhood enhancement opportunities, connectivity to the existing and future system, transit hub locations, regional system coordination, travel times, number of stops, increased access for low-income, and an equity analysis paralleled with Affirmatively Furthering Fair Housing Rule and so on.

1. ~~Extensively study the feasibility of a streetcar and/or light rail hybrid distributor system in the Central Business District (CBD) and French Quarter to improve connectivity for residents, workers and tourists, and to best connect with existing and potential future transit routes to city neighborhoods.~~

~~Who: CPC transportation planner; RTA support; RPC~~

~~When: First five years~~

~~Resources: Grant funds~~

~~As of late 2009, the RTA is studying three potential distributor routes through the CBD and French Quarter and pursuing stimulus funds to finance half of the estimated \$212 million cost. The Master Plan recommends alternative alignments to be studied to ensure the resulting distributor system provides the most effective, expedient premium transit service. Proposed RTA alignments under study as of late 2009 include:~~

~~→ Convention Center/Riverfront: A circulator route from the existing Canal Street Streetcar line, running along Convention Center Boulevard to Henderson, then connecting to the existing Riverfront streetcar route.~~

~~→ Union Passenger Terminal/Loyola Avenue: A double track route along Loyola Avenue from Canal Street to the Union Passenger Terminal (UPT).~~

~~→ North Rampart/St. Claude Avenue: A double track line primarily along Rampart Street and St. Claude Avenue (to Press Street), with an extension along Elysian Fields Avenue connecting to the Riverfront Streetcar line.~~

~~Master Plan recommended alignments to be studied include:~~

~~→ Convention Center/Riverfront Alignment: A double track extension~~

of the Riverfront line to Henderson Street. Should this not provide adequate service, construct proposed RTA route.

➤ ~~Union Passenger Terminal Route Alignment: — A double track trunk line on a widened neutral ground along the 100 block of S. Rampart Street connecting to Julia Street, connecting to UPT via Howard Avenue or a parallel street. The route should allow for limited automobile traffic to better accommodate transit, pedestrian and bicycle traffic. — A double track line on Howard Avenue from UPT to Lee Circle, extending along Andrew Higgins to Annunciation Street and following Euterpe Street/Henderson Street on a side of street reserved right of way to the existing Riverfront line.~~

➤ ~~North Rampart/St. Claude Avenue Alignment: A double track line on Elysian Fields Avenue neutral ground from existing Riverfront Streetcar to St. Claude Avenue.~~

➤ ~~Additional Improvement: Open the John Churchill Chase stop on the existing Riverfront streetcar and build ADA access to the river side of the stop.~~

➤ ~~The double track line running along St. Claude Avenue from Elysian Fields Avenue, then along North Rampart and South Rampart, and continuing along a portion of Oretha Castle Haley Boulevard (see next action), should serve as a trunk line for rail system through the French Quarter and CBD.~~

1. Transit expansion studies and projects shall follow priorities set forth by the forthcoming Strategic Transit Plan
2. Prioritize transit network and redesign to provide better access to employment opportunities for residents.
3. Conduct feasibility studies for Invest in new streetcar, light rail, passenger rail and BRT routes to connect residential and commercial districts throughout the city and region, and to support higher-density transit oriented development (TOD).

Who: RTA; RPC; CPC

When: Medium term

Resources: Federal funds

As indicated above, a set of criteria to identify priority routes will be established and should include input by the RPA, RPC, CPC and transit advocacy groups, with public input on alternatives to occur during the project scoping process. All priority routes should adhere to “premium transit” principles whenever feasible to provide fast, efficient, connective service. (See the ~~Potential 2030 Transit System map at the end of this chapter.~~) Recommended priority routes to be studied or restudied include those identified in previous planning processes and by transportation advocacy groups, highlighted below.

- > ~~St. Claude Line: Potential rail route could be constructed in stages, originally to Desire Street (as part of Distributor System), then to transit hub at Industrial Canal, with potential future expansion to the Lower Ninth Ward / St. Bernard Parish line.~~
- ~~— Land use designations should encourage nodes of higher density, mixed-use development along the route, with a transit-oriented hub at Poland Avenue.~~
- > ~~Carrollton Avenue Connector: Extend streetcar line along Carrollton Avenue to link the Canal Street/Carrollton spur with the St. Charles line.~~
- > ~~Elysian Fields Avenue BRT or Light Rail Line: Potential route would run in an exclusive right-of-way in or beside Elysian Fields neutral ground extending to Lake Pontchartrain to serve Gentilly and the UNO campus. Route should connect directly to the CBD.~~
 - ~~— Land use designations should encourage nodes of walkable, mixed-use development at the intersection of Elysian Fields Avenue and Gentilly Boulevard, near the UNO campus, and surrounding the Lake Pontchartrain terminus.~~
 - ~~— Should BRT be built initially, the route should be designed for potential upgrade to streetcar or light rail.~~
- > ~~New Orleans East BRT or Light Rail Line: Potential alternatives include:~~
 - ~~— A 1980s Gannett Fleming study suggested a preferred route that would branch off the Elysian Fields line detailed above, follow Fillmore Avenue / Dreux Avenue alignment, cross Industrial Canal on a vertical lift bridge to Dwyer Avenue / Lake Forest Boulevard.~~
 - ~~— From Elysian Fields Avenue Line, follow Gentilly Boulevard / Chef Menteur Highway then to Lake Forest Boulevard via a connector street.~~
- > ~~West Bank/General DeGaulle Drive BRT or Light Rail Line: Potential alignment from the CBD would follow proposed distributor route (Loyola Avenue or S. Rampart alignment), then a side-of-street right-of-way and neutral ground along Howard Avenue, connecting to Crescent City Connection transit lanes, then along General DeGaulle neutral ground.~~
 - ~~— A future spur to Federal City should be studied upon completion of route.~~
 - ~~— Land use designations should allow for nodes of higher density, mixed-use, walkable development at intersections of General DeGaulle at Holiday Drive and Woodlawn Drive.~~
- > ~~Riverfront Streetcar Extension upriver to Jackson Avenue~~
 - ~~— Land use designations should allow for nodes of higher density transit-oriented development at strategic nodes along the route (e.g., South of Convention Center Opportunity Site).~~
- > ~~Riverfront Streetcar Extension downriver to Poland Avenue~~
 - ~~— Land use designations should allow for higher density, mixed-use development at strategic nodes along the route with a node at Poland Avenue.~~
- > ~~South Claiborne Avenue Line: As proposed in the UNOP District 2 Plan, this potential rail alignment would connect to the CBD distributor system with a double-track alignment extending from S. Rampart Street along a widened Oretha Castle Haley Boulevard neutral ground, turning on Martin Luther King Jr. Boulevard neutral ground, then to South Claiborne Avenue neutral ground to Carrollton Avenue.~~
 - ~~— Study potential BRT alternative along same alignment.~~

- > ~~Lake Area Line: Potential BRT or light rail alignments from Canal Street, include dedicated side-of-street right-of-way east or west on City Park Avenue, then:~~
 - ~~Right-of-way between Greenwood Cemetery and UPT tracks, continuing adjacent to West End Boulevard after Veterans Boulevard to Robert E. Lee Boulevard~~
 - ~~Alignment along Canal Boulevard to Robert E. Lee Boulevard~~
- > ~~Jackson Avenue Connector: Potential alignment would extend O.C. Haley rail track age (from Claiborne Avenue Line) onto Jackson Avenue onto a widened neutral ground to connect with the Riverfront line and Jackson Ave./Gretna ferry.~~
- > ~~Tulane Avenue/Airport BRT or Light Rail Line: Potential alignment would follow Tulane Avenue from the CBD, then Airline Highway and beyond.~~

3. Identify and preserve future rights-of-way to avoid conflicts and accommodate future streetcar, BRT and light rail, passenger rail route expansions.

Who: RTA; RPC; CPC; DOTD; DPW

When: Medium term

Resources: Federal and local funds

6. Improve the existing bus network by extending, creating and consolidating routes. (moved from section 4.B)

Who: RTA

When: First Five Years

Resources: Explore network redesign similar to other cities

- > ~~Create a new bus route to link the universities in uptown New Orleans (Xavier, Tulane, Loyola) to the Magazine Street Corridor.~~
- > Consolidate separate upriver/downriver routes (~~Elysian Fields/Magazine and Airline/St. Claude, for example~~) to allow for more frequent, seamless upriver/downriver travel.
- > Implement minor capital and intersection improvements that would improve travel times of buses (~~e.g., Decatur Street in the French Quarter~~).
- > Work with adjacent parishes to study potential RTA route extensions to key employment and activity nodes outside of Orleans Parish (~~e.g., Claiborne bus to Ochsner Hospital in Jefferson Parish~~).
- > Create extensions and minor modifications to existing bus routes (~~e.g., extending Magazine route to the foot of Carrollton Avenue~~) to better connect major bus and streetcar lines.
- > Examine the feasibility of consolidating redundant and/or underperforming routes to add additional service on nearby principal routes.
- > Work with RTA to encourage bus routes that provide service from underserved neighborhoods ~~to supermarkets and farmers markets.~~

7. Prioritize TOD equitable investment land use decisions with City's implementation of AFFH to ensure equitable development opportunities.

Staff Analysis: *Modified Approval*. RIDE envisions a complete redesign of the transit system to include all residents for quick, safe access to their desired destinations. The Mayor's Office has determined that such a goal is a priority as well. In Goal 3.C, the Mayor's Office recommends the strategy to improve and expand access to the transit network throughout the City. More specifically, in Action 3.C.3 the Mayor's Office proposes to "Redesign transit lines where possible to connect with major destinations and trip generators to increase ridership." The articulation to redesign transit lines also speaks to RIDES desire to "Improve the existing bus network by extending, creating and consolidating routes " and "Prioritize TOD equitable investment land use decisions with City's implementation of AFFH to ensure equitable development opportunities." AFFH is also mentioned in the Equity section of the chapter as mentioned previously.

4.D Better market transit service to increase mode share (percent of people who use transit).

Recommended Action

1. Develop promotional materials that effectively to highlight the environmental and public health benefits, reliability and cost savings of using public transit.

Who: RTA with Social Services and HANO

When: First five years

Resources: Social Services and grant funds

- > Through direct community outreach, improve the marketing of fixed-route and paratransit service to the elderly and the disabled community.
- > Conduct outreach to local universities to increase students' awareness of transit alternatives.
- > Work with universities to develop discount fare passes for students, faculty, and staff.
- > Work with New Orleans Public Schools (NOPS) to restore the contract with the RTA for transit passes for NOPS middle and high school students.
- > Develop and publish environmental and public health and reliability performance metrics and goals as part of the forthcoming RTA strategic plan and in alignment with the goals of Resilient NOLA.

Staff Analysis: *Modified Approval*. Increasing the mode share of transit users has been proposed twice, by the Mayor's Office and by resident Derek Chisholm. The RIDE proposal for mode share goals for transit are to be accurately represented through coordination with the public, stakeholders, other agencies and City departments as stated in the proposed Goal 2.C in the Mayor's Office proposed amendments. The staff does not recommend including the reference to a forthcoming RTA Strategic Transit Plan due to the fact that it is not known what the priorities of the strategic plan may be as well as the goal that the RTA hopes to obtain. The Mayor's Office has proposed a Master Plan amendment for Chapter 11 that is completely aligned with the initiatives of Resilient NOLA Strategy.

4.E Create forums and entities for agency coordination and consolidation to improve transit service delivery and sustainability.

Recommended Action

1. Create a transit working group that includes transit providers, traffic management, planning and travel demand management staff from each jurisdiction to collaborate on the actions of each required to support transit.
Who: RTA; RPC; Jefferson and St. Bernard Transit and traffic and planning staff each parish
When: Medium term
Resources: Staff time

> Study consolidation of NORTA and JeT (Jefferson Transit) into a true regional transit agency. Include St. Bernard Transit if possible.

2. Plan and implement fare and schedule integration amongst RTA, Jet and St. Bernard Urban Rapid Transit.
Who: RTA, RPC, JeT and St. Bernard Transit and traffic and planning staff
When: Medium Term
Resources: Staff Time

Staff Analysis: *Modified Approval*. RIDE's desire to coordinate a truly regional transit system is the ideal situation for the City to entertain as well. Insertion of the recommended action will be inserted in Goal 3 and Recommended Strategy of 3.C of the Master Plan Update.

4.G Identify goals and policies related to providing and prioritizing funds for transportation projects, programs, and services. Work toward transportation funding levels necessary to maintain and improve the regional transportation system

Recommended Action

1. Support regional and local transit allocations and increase overall transit funding that is consistent with the City's Master Plan and RTA's Strategic Transit Plan
>Funding sources should not adversely impact system operations but are compatible with goals and transportation improvements.
Who: RTA, RPC, DOTD
When: Short Term
Resources: City State and Federal Funds

2. Consider new funding sources that are flexible, sustainable, and equitable. This could include:
>Growth or development revenues, impact fees, tax increment financing, land value capture, user based taxes and fees and other locally generated revenues.
Who: RTA, RPC, City of New Orleans, DOTD
When: Short Term
Resources: City, State and Federal Funds
3. Seek federal and regional funding to develop a regional passenger rail system and other modes of commuter transportation to ensure mega-regional competitiveness.
Who: RPC, DOTD
When: Long Term
Resources: Federal Funds

Staff Analysis: *Modified Approval*. The Mayor's Office has also supported such a goal. Goal 1 in their proposal states to "Provide quality transportation infrastructure." While the City has recently received \$2.1 Billion in funding awarded from FEMA, there is an understanding that more funding for infrastructure will be needed. RIDES desire to further fund a regional transportation network to truly increase economic development is ideal for the City to entertain. The recommended action will be inserted in Goal 3 and Recommended Strategy of 1.G of the Master Plan Update. Modified approval for amended language and placement within the Master Plan

Goal 8: RIDE proposes to the addition of New Goal

Transparency and accountability for transportation related planning and investment goals.

8. A Create live, quarterly and annual reports that inform citizens on the performance of transportation investments and progress made toward transportation planning goals.

Recommended Actions

1. AS part of the forthcoming RTA Strategy Plan Study and develop key transportation investment performance metrics and publish live and open source data at results.nola.gov.
Who: Office of Performance and Accountability, RTA
When: First Five Years
Resources: Staff Time
2. Publish quarterly and annual status reports describing performance of transportation investments and agency actions related to transportation goals in

Staff Analysis: *Denial*. The New Orleans Regional Transit Authority Board of Commissioners conducts meetings typically the fourth Tuesday of the month from 10:00 a.m. until around 11:00 a.m. Meetings take place in the RTA boardroom, located in the RTA Facility on Canal Street. Meetings are open to the public and the public is welcome to speak at the meetings and address the board about an issue regarding the RTA.

The RTA holds regular public meetings with the RTA Commission's Operations and Administration Committee often where a report is provided along with an agenda, including such items as: Customer Service Report, ADA Compliance Report, Capital Projects Report, Ferry Report, Marketing Report and all other New business that may be addressed by the committee.

The Commission's Finance Committee also meets regularly at the Canal Street facility where financial statements and authorizations are discussed in a public forum. Other public meetings include the Ferry Terminal Design Public Outreach Meeting, the Special Transit Services Advisory Committee Meeting, the Riders and the Advisory Committee Meeting with a corresponding report. All meetings are open to the public for comments and discussion. The website is <http://www.norta.com/About-the-RTA/Public-Meetings.aspx>.

It is of the opinion of the staff that there is not shortcoming of available forums for advocates and the public alike to view reports and converse with the RTA leadership regarding the current state of affairs of the RTA. Therefore, staff recommends denial of proposed Goal 8.

Text 11-07

The Mayor's Office proposed a rewrite of Chapter 11 that reflects the administration's policy of equity and resilience. The foremost noticeable change is the complete reorganization of the subheadings into five distinct goals from the previous seven:

1. Provide quality transportation infrastructure
2. Increase efficiency across all modes of transportation
3. Improve safety, accessibility, and quality of life for all transportation users
4. Promote economic development and innovation through integrated transportation planning and policies
5. Develop an environmentally sustainable and resilient transportation system

The format of the chapter is similar to the rest of the proposed document, but the approach differs with updated statistics of accomplishments and alternate priorities to reflect a City that is less based in recovery, but more progressive goals and initiatives. Many of the goals set in the previous version of Chapter 11 have been consolidated into the five above goals above. The new document attempts to coordinate with the Port of New Orleans mission

within their forthcoming Master Plan as well as with RTA's forthcoming comprehensive strategy.

Goal 1 creates a generalized priority for the City as to "Provide quality transportation infrastructure." The recommended strategies elaborate further and specify coordination with regional, state and federal entities to secure funding, improve the Port facilities to streamline freight traffic as the Port grows and to implement rail improvements for increases safety and efficient operation; fundamental industrial and economic components of our growing City.

Efficiently implementing management systems across all modes of transportation, including the efficient movement of freight and to improve connectivity between transportation modes sets standards toward a fully integrated, seamless network of options for residents, businesses and visitors in New Orleans. Sweeping recommended strategies, such as to "Develop a great cycling city" and to "Maximize walkability" take notice of the value that the City's existing network and enhancements that may maximize greater use.

Paramount in any transportation initiative, and significantly recognized by the administration is Goal 3; to "Improve safety, accessibility, and quality of life for all transportation users." The prominent recommended strategy for such an undertaking is to "Provide significant infrastructure investment to improve the appeal and walk-friendliness of major boulevards and corridors where transit stops, schools, parks, and other pedestrian generators are present." Safety for the most vulnerable in our City sets precedent for the voice of all transportation initiatives set forth in the Chapter 11.

A significant addition within Goal 3 is the recommended implementation of a Vision Zero policy. In light of the mounting traffic fatalities and injuries that have occurred in New Orleans, the Mayor's Office has selected to propose the adoption of the nationally renowned policy to reduce traffic fatalities and injuries. Significant pedestrian accessibility goals have also been set such as the recommended strategy to "Provide significant infrastructure investment to augment a pedestrian friendly environment, particularly where transit stops, schools, parks, and other pedestrian generators are located."

The City has recently been undergoing a building boom that has not been seen in New Orleans in decades. Space for quality housing and economic opportunities may become scarce in due time. The Mayor's Office has recognized such a looming dilemma and has recommended Goal 4 whereas the City is to "Promote economic development and innovation through integrated transportation planning and policies." The recommended strategies to that end are to "Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit oriented neighborhoods along existing and potential future transit routes," and "Modify regulations to encourage infill development that supports a vibrant pedestrian environment."

The final initiative, Goal 5 of the Mayor Office proposal seeks to firmly establish resilience as the primary lens for which the City can truly combat the obstacles that might be ahead with the goal to. "Develop an environmentally sustainable and resilient transportation

system,” which speaks directly to the Mayor’s Office desire for a resilient New Orleans. Recommended strategies include that the City “Make capital investments and implement administrative strategies to ensure the resilience of the City’s transportation infrastructure against possible hazards” and “ Develop a transportation system that contributes toward a healthier environment for future generations through investments in multi-modal facilities and green infrastructure for stormwater management.”

Given the significant changes proposed by the Administration to reflect the accomplishments and change in policy since the Master Plan was adopted and last amended, the staff recommends using the Administration’s amendment (Text 11-07) as the baseline recommended text for Chapter 11.

Text 11-08

The City Planning Commission’s recommendation to update various facts and figures of Chapter 11 is sufficiently covered by the overhaul of the chapter that the Mayor’s Office submitted and that the City Planning Commission staff supports almost in its entirety.

Text 11-09

All of the New Orleans Public Belt’s proposed amendments to Chapter 11 were incorporated in various parts of the Mayor’s Office’s proposal. This includes the updated language in the Fact Sheet, and the proposed strategy and actions which are included in the Mayor’s Office’s proposed Strategy 1.E. and Actions 1.E.1 and 1.E.2. The Public Belt’s request to implement rail improvements to increase railroad safety, operating efficiency and fluidity, is aligned with the Administration’s goal of resilience, particularly in reference to the free flow of freight for resilient, economic growth. The staff recommends approval to the Mayor’s Office’s proposal, and therefore supports the New Orleans Public Belts amendment proposals.

Text 11-10

The Port of New Orleans text amendment submittal was included in the various goals of the Mayor’s Office’s submittal. Actions include studying existing capacity and connectivity for port access, providing dedicated truck-way to port facilities from the interstate and through the Tchoupitoulas corridor. Revisions include supporting capital improvements for Industrial Canal crossings and to ensure that the City’s hazard mitigation plan and preparedness and response measures are coordinated with the Port of New Orleans to safely move hazardous freight through the City.

Staff believes that freight movement, connectivity and relation to residential needs are paramount as the Port of New Orleans continues to grow. Therefore, staff approves of all Port of New Orleans recommendations that support the safe and streamlined movement of freight and any preliminary studies that may be executed to ensure proper implementation of capital projects.

Text 11-11

The Regional Transit Authority has proposed numerous proposed amendments pertaining to the increased comfort, speediness and capital spending in regards to transit access to riders. Strategies proposed by the RTA include:

- Strategy 4.A: Develop a Transit Master plan to guide future development and service enhancements
- Strategy 4.B: Enhance RTA’s infrastructure to support an upgraded transit network that focuses on access, safety and timeline.
- Strategy 4.C: Increase in the Use of Technology
- Strategy 4.D: Improve and expand access to the transit network throughout the City.
- Strategy 4.E: Expand marketing and community engagement
- Strategy 4.F: Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.

The proposed strategies were accompanied with actions to help accomplish them and to promote the overall goal of achieving “fast and efficient mass transit supported by transit-oriented development.” All of the concepts submitted by the RTA were included in the Mayor’s Office submission, though in a different form. The Mayor’s Office reorganized these ideas to best fit the overall renewed framework of Chapter 11. Additionally, some strategies proposed by RTA were included as actions in the Mayor’s Office proposal, and some actions proposed by the RTA were included as notes on how to achieve certain actions in the narrative portion of Mayor’s Office submittal. The staff supports the concepts and ideas proposed by the RTA to better improve the transit system in New Orleans and to better align land use plans and transportation. The staff recommends approval of the organization proposed by the Mayor’s Office because of the comprehensive nature of the integration of these strategies and actions.

Summary

The following table contains a summary of each request and how the staff responded to each. For requests that the staff recommends approval or modified approval, proposed text is included in the next section.

<i>Request</i>	<i>Subject</i>	<i>Staff Recommendation</i>
Text 11-01	Street design and the public realm	Modified Approval
Text 11-02	Encourage “Pavement to Parks” Program in the public right-of-way	Modified Approval
Text 11-03	Providing sidewalks and transportation options	Modified Approval
Text 11-04	Bicycle transportation	Modified Approval

<i>Request</i>	<i>Subject</i>	<i>Staff Recommendation</i>
Text 11-05	Transportation mode share goals	Modified Approval
Text 11-06	Improving transit through expansion of premium transit service, coordinated land use and infrastructure investments, and improved community engagement	Modified Approval
Text 11-07	Revise conditions, goals and strategies in the Transportation Chapter	Modified Approval
Text 11-08	Revisions to goals, narrative and graphics of Chapter 11	Modified Approval
Text 11-09	Rail gateway plan deletion and recommended replacement	Modified Approval
Text 11-10	Increase freight movement capacity within the City and State roadway and waterway networks	Modified Approval
Text 11-11	Assist RTA with improving transit movement throughout the City.	Modified Approval

III. SUMMARY

The proposed amendments to the Master Plan generally seek to update the Plan based on changes made since the plan was adopted in 2010. These changes reflect both accomplishments made, like the hiring of a Transportation Planner and the administration's adoption of a Complete Streets Policy. The amendments as recommended will support the growth of New Orleans and its transportation networks.

IV. PRELIMINARY STAFF RECOMMENDATION¹

The staff recommends **MODIFIED APPROVAL** of text amendment requests 11-01, 11-02, 11-03, 11-04, 11-05, 11-06, 11-07, 11-08, 11-09, 11-10, 11-11 to amend the Master Plan **Chapter 11- Transportation**, as proposed.

¹ Subject to modification by the City Planning Commission

V. TEXT AMENDMENT RECOMMENDATION

Given the significant changes proposed by the Administration to reflect the accomplishments and change in policy since the Master Plan was adopted and last amended, the staff recommends using the Administration's Amendment (Text 11-07) as the baseline recommended text for Chapter 11. Any portions of the Text Amendment 11-07 that the staff does not support will be shown as deletions in ~~striketrough~~. For all other text amendments included in the staff recommendation for Chapter 11 text are shown with additions in **Bold & Underline** and deletions in ~~striketrough~~. Please note that additional technical changes will be required to ensure that the Chapter is properly summarized, the recommendation table matches the body of the Chapter, and that all page number are properly indexed.

VOLUME 2

chapter

TRANSPORTATION



GOAL	POLICIES FOR DECISION MAKERS	FOR MORE INFORMATION, SEE PAGE:
1 <i>Provide quality transportation infrastructure</i>	1.A. Invest in our streets and maintain them in a state of good repair.	11.25
	1.B. Regularly monitor the condition of City off-system bridges and advance projects to address problems before they grow larger and become more expensive to fix.	11.26
	1.C. Improve and adapt Port facilities and infrastructure to leverage technological advances and changing cargo trends to remain competitive while protecting our quality of life.	11.27
	1.D. Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong New Orleans International Airport as the preeminent airport facility in the State.	11.27
	1.E. Implement rail improvements to increase railroad safety, operating efficiency and fluidity.	11.27
	1.F. Enhance the RTA's infrastructure to support an upgraded transit network that focuses on access, safety, and timeliness.	11.28
2 <i>Increase efficiency across all transportation modes</i>	2.A. Develop and implement a Transportation System Management Strategy to increase capacity and maximize efficiency.	11.29
	<u>2.B Measure progress toward meeting the mode share goals of transit, bikes, walking and single occupancy vehicles.</u>	
	2. B C. Enable the efficient movement of freight.	11.30
	2. C D. Encourage sustainable and healthy mobility choices.	11.31
	2. D E. Improve connectivity between transportation modes.	11.31

		2. EE . Develop a great cycling City.	11.32
		2. FG . Maximize walkability.	11.34

GOAL	POLICIES FOR DECISION MAKERS	FOR MORE INFORMATION, SEE PAGE:
3 <i>Improve safety, accessibility, and quality of life for all transportation system users</i>	3.A. Implement the adopted “Complete Streets Policy”	11.35
	3.B. Implement the Vision Zero Safety program for the City of New Orleans to reduce traffic fatalities and severe injuries	11.35
	3.C. Improve and expand access to the transit network throughout the City.	11.36
	3.D. Manage curb space more efficiently to reduce congestion and increase safety.	11.37
	3.E. Provide significant infrastructure investment to improve the appeal and walk-friendliness of major boulevards and corridors where transit stops, schools, parks, and other pedestrian generators are present.	11.38
4 <i>Promote economic development and innovation through integrated transportation planning and policies</i>	4.A. implement an equitable bike share system that serves job commuting needs and connects to transit.	11.39
	4.B. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.	11.39
	4.C. Modify regulations to encourage infill development that supports a vibrant pedestrian environment.	11.39
5 <i>Develop an environmentally sustainable and resilient transportation system</i>	5.A. Make capital investments and implement administrative strategies to ensure the resilience of the city’s transportation infrastructure against possible hazards.	11.40
	5.B. Develop a transportation system that contributes toward a healthier environment through investments in multi-modal facilities and green infrastructure for stormwater management.	11.41



fact sheet

TRANSPORTATION

Roadways

- 1,671 miles of streets including:
 - 124 miles of state and federal highways maintained by the Louisiana Department of Transportation and Development (LaDOTD) with state and federal funding.
 - 1,547 miles of streets maintained by the City (2,646 lane miles).
- 250 miles of major arterials for regional mobility.
- 2 river bridges and 4 lake bridges.
- About 115 miles of streets repaved in the last five years.
- Over \$1.6 billion in capital funding programmed for street repairs/reconstruction over the next 8-10 years.

Mobility (Update Stats)

- 18% of households do not own a vehicle; 45% own one vehicle.
- Mode Share
 - 80% commute by vehicle.
 - 67% commute by public transportation.
 - 42.5% commute by bicycle, a relatively high percentage among US cities. Ridership has increased by 74% in the last decade.
 - 75.2% commute by walking
- Bicycle facilities
 - 105 bikeway miles: bike lanes, shared lanes, and multi-use paths.
 - All RTA buses currently have bicycle racks.
- Pedestrian facilities.
 - ADA Transition plan to move toward more accessible sidewalks approved in 2013.
 - XX intersections retrofitted with pedestrian countdown signals, mostly in highly traffic areas.
- Safety.
 - X crashes occur annually in Orleans Parish (7% involve pedestrians or bicycles)
 - While the number of crashes is down in the last 2 decades, crashes involving pedestrians and bicyclists are up
 - City of New Orleans Pedestrian Safety Action Plan was approved in 2014

Transit (Update)

- The Port of New Orleans is home to two cruise ship lines and supported over 1 million passengers in 2015.
- The Louis Armstrong New Orleans International Airport supports 18 domestic and 9 international carriers.
 - Over 10 million passengers in 2015.
 - New terminal under construction.

WHAT DOES IT MEAN?

- Roadway infrastructure is dense and well connected, providing a strong base for all travel modes: cars, bikes, buses, freight, and pedestrians.
- The city's street network (grid scale, walkable distances, shorter blocks, pedestrian oriented) favors successful public transportation.
- Maintaining this large network requires significant financial resources and priority criteria can help focus improvements to areas of most critical need.
- Despite major reductions after Hurricane Katrina in available buses, routes, and coverage area, transit ridership continues to grow.
- Streetcar routes capture a much larger percentage of the population per route than bus routes. This is consistent with national trends where streetcars have been introduced.
- New Orleans has a relatively high level of bicycle ridership compared to other cities and is improving its bicycle infrastructure.

- At present, the public transit system includes five streetcar lines, two ferries, and 35 bus routes.
 - Includes special paratransit services to the disabled.
 - Public transit vehicles cover 14,000 miles each day, and passengers take almost 18 million rides on public transit every year.
- The Union Passenger Terminal is a multi-modal transportation center that supports three Amtrak routes, commercial bus service, public transit, and for hire transportation services.

Freight (Update with current Port, Rail and Airport information)

- Over 40,000 metric tons of air freight and mail cargo moved through the Louis Armstrong International Airport in 2015.
- 529,263 twenty-foot-equivalent (TEU) units moved through the Port of New Orleans in 2015.
- New Orleans is one of four rail gateways in the Nation where six Class I railroads interchange.

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FINDINGS

- The port is one of America's top ten ports in terms of volume and value of cargo handled. Port operations will need to expand in order for it to remain competitive as the volume of freight increases with the widening of the Panama Canal.
- The number of airport travelers is expected to increase and the airport is in the process of expanding air traveler and air freight capacity with construction of a new terminal.
- The percentage of commuters traveling by bicycle ~~increased 2%~~ has drastically increased in the last decade. The number and quality of City bicycle facilities is increasing and there are opportunities for further expansion, but safety and education must be improved across all transportation modes.
- The transit system has gradually increased service but still operates fewer routes with shorter service hours and longer headways than it did ten years ago. The demand on the transit system will likely increase in the future as the City looks at ways to reduce congestion.
- City sidewalks are more accessible to people with disabilities than before Hurricane Katrina and accessibility is a fundamental component of nearly every street project
- While the City has an extensive sidewalk system, many City sidewalks are in poor condition. The City must become a more walkable city in order to support economic development.
- 65 percent of City roadways are in poor condition and have not yet been repaved and repaired after being damaged by the flooding that followed Hurricane Katrina. A long-term, sustainable roadway infrastructure maintenance and capital improvement program is needed.

CHALLENGES

- Restoring the City's inventory of aging and flood-impacted street infrastructure and maintaining it regularly in the future.
- Supporting economic growth and development by finding ways to increase transportation system capacity while decreasing congestion.
- Balancing the needs of all transportation system users within the constraints of the existing public right of way while improving their safety and quality of life.
- Managing needed public investments in transportation infrastructure and mitigating the risk to these investments due to climate change with limited staff and budget resources.

Acronyms

To aid in reading this section, below is a list of acronyms used within the text:

ADA	Americans with Disabilities Act	FHWA	Federal Highway Administration
BRT	Bus Rapid Transit	JeT	Jefferson Transit
CAO	Chief Administrative Officer	LaDOTD	Louisiana Department of Transportation and Development
CBD	Central Business District	NOPD	New Orleans Police Department
CDBG	Community Development Block Grant	NORTA Or RTA	New Orleans Regional Transportation Authority
CPC	New Orleans City Planning Commission	RPC	Regional Planning Commission
CZO	Comprehensive Zoning Ordinance	RTA	New Orleans Regional Transportation Authority
DOTD	Louisiana Department of Transportation and Development	S&WB	Sewerage and Water Board
DPW	New Orleans Department of Public Works	SBURT	St. Bernard Urban Rapid Transit
FEMA	Federal Emergency Management Agency	UPT	Union Passenger Terminal

A Introduction

New Orleanians get around the city by all transportation modes—foot, car, bicycle, bus, streetcar, and ferry. Although much of New Orleans is a walking city, car travel still tends to dominate, particularly in areas built after 1960. As New Orleans moves toward becoming a stronger, more resilient, and more prosperous city, the City’s transportation system is a critical component in ensuring all residents have an equal opportunity to participate, prosper, and reach their full potential. The most successful urban places in America offer a variety of ways to travel around the city. They also connect land-use planning and policy to transit investments. Because of its dense street grid and existing transit lines, New Orleans has the foundation to become a truly equitable and multimodal community.

The City of New Orleans’ transportation system of the future will enhance our quality of life by supporting social, environmental, and economic sustainability in an accountable and responsible manner. In order to achieve this vision, our transportation system must meet our mobility needs while reducing automobile dependence through an integrated, balanced system of multimodal facilities and services, enhancing the economy by maximizing access to businesses and community resources, delivering cost-effective services by making the best possible use of existing facilities and transportation assets, and protecting public safety and the environment.

Responsible Agencies

The agencies with major responsibility for transportation facilities in New Orleans are the City’s Department of Public Works (DPW); the Port of New Orleans; the New Orleans Aviation Board (NOAB); New Orleans Public Belt Railroad (NOPB); and the New Orleans Regional Transportation Authority (RTA). The Regional Planning Commission (RPC) is the Metropolitan Planning Organization (MPO) responsible for coordinating planning and allocation of federal transportation dollars on a regional basis. DPW has responsibility for all streets (except federal and state highways), street lights, traffic and street signs, traffic signals, the minor drainage system, and curbside management and enforcement. The Port of New Orleans, which is managed by a Board of Commissioners, is responsible for managing all port traffic and commerce. The NOAB is an unattached board under the executive branch of the City government and is responsible for overseeing the administration, operation, and maintenance of the Louis Armstrong New Orleans International Airport and represents the City in all aviation matters. The NOPB is a political subdivision of the City and is a Class III switching railroad with the primary mission of serving the Port of New Orleans and local industries. It is a neutral carrier run by the City, with direct connections to six Class 1 Railroads, and plays an important role in expediting local and intermediate freight through the strategic New Orleans rail gateway. The RTA is a state agency that has responsibility for public transit buses, streetcars, and ferries and whose day-to-day operations are managed by a private firm in a public-private partnership.

Priorities

Master Plan recommendations to achieve the transportation system vision focus on fixing and maintaining transportation system infrastructure; increasing efficiency across all transportation modes; improving the safety and quality of life for all users; promoting economic growth and development; and supporting environmental sustainability and resiliency. These priorities are in alignment with the New Orleans Urbanized Area Metropolitan Transportation Plan (MTP) developed by the RPC, the Louisiana Department of Transportation and Development (LaDOTD)

Master Plan and Moving Ahead for Progress in the 21st Century Act (MAP-21) priorities and include:

- Implement a comprehensive approach to reduce the number of traffic fatalities and severe injuries on the City's streets to zero.
- Initiate a long-term program to fix all City streets and maintain them in a good state of repair. Integrate and coordinate the operation and maintenance of underground utility infrastructure with roadway maintenance and capital improvement programs.
- Increase balance and efficiency across all transportation modes to reduce the average commute time by 5% each year.
- Continue improvements to the Louis Armstrong New Orleans International Airport and Port of New Orleans to maintain current market share and increase passenger and freight volumes.
- Integrate land-use and development policies with transportation planning to support a thriving economy, a trained workforce, and a 20% growth in population by 2030.
- Invest in infrastructure, policies, and initiatives that double the current bicycle and walk commute share.
- Invest over time in a premium public transit system to provide greater reliability, comfort, and amenities and increase the public transit mode share ~~to 5% by 2030~~ to 10% by 2030. Provide a higher goal. Transit mode share is currently 7%.
- Support proposals for passenger rail to Louis Armstrong New Orleans International Airport, Baton Rouge and high-speed rail along the Gulf Coast.
- Reduce transportation-related emissions to support air quality in the City that is as good as or better than national air quality standards.

EQUITY

Equity must be a prime consideration in allocating both the benefits and costs of transportation in a manner that is fair and appropriate. Transportation planning decisions often have significant equity impacts, inasmuch as transportation is the second-largest expense for households and represents a major financial hurdle for low-income families. New Orleans will also be one of the first cities to implement the Affirmatively Furthering Fair Housing Rule (AFFH). The AFFH Rule requires Access- ~~access~~ to affordable and reliable transportation that widens opportunity and is essential to addressing poverty, unemployment, and other equal opportunity goals such as access to good schools and health care services. Providing equal access to transportation means providing all individuals living in the City with an equal opportunity to succeed. In New Orleans, with high rates of people with limited access to a private vehicle and low median household incomes, the provision of safe, affordable, and convenient transportation options such as public transit, walking and bicycling is an important component of the overall transportation system. Care must therefore be taken to ensure that access to the pedestrian network of sidewalks and paths is available to all residents of the region regardless of physical ability. It is important that transit service delivery, including bike share systems, is also equitably accessed.

RESILIENCE

In order for people to connect to the opportunities of the future, we will need modern and efficient transportation options to get workers to jobs and students to school. In order to bounce back from future shocks, we must prepare our city, neighborhoods, and businesses. In order to reduce our reliance on

fossil fuels and join the global community in mitigating climate change, we must invest in renewable energy sources and design for greater efficiency,

B Recommendations

A recommendations **Summary** linking goals, strategies and actions appears below and is followed by one or more early-action items under the heading **Getting Started**. The **Narrative** follows, providing a detailed description of how the strategies and actions further the goals. Background and existing conditions discussion to inform understanding of the goals, policies, strategies and actions are included in Volume 3, Chapter 11.

Summary

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
1. Provide quality transportation infrastructure	1.A. Invest in our streets and maintain them in a state of good repair.	1. Create a comprehensive financial strategy for investment in road infrastructure.	RPC; DPW	Ongoing	Capital budget	11.25
		2. Implement a pavement asset management system, as part of an overall city asset management system, to guide long-term capital improvement planning for streets, provide a cost-effective approach to system preservation, and establish technical criteria for street rehabilitation and reconstruction.	DPW	First five years	Staff time; Capital funding	11.25
		3. Improve how streets are repaired and maintained.	DPW; SWB	Ongoing	Staff time	11.25
		4. Coordinate capital road work with other infrastructure projects to increase efficiency, limit infrastructure costs, and preserve roadway quality and operations	DPW; SWB; RTA	Ongoing	Staff time; Capital funding	11.26
		5. Leverage all available funding sources to maximize the amount of resources available to fix and maintain our streets.	DPW; SWB; <u>CAQCAQ</u> ; RPC	Long term	Staff time; Capital funding	11.26
		6. Consider and appropriately balance the needs of all users within the context of the City's Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets program goals.	DPW; CPC; CPA; SWB; RPC	Ongoing	Staff time; Capital funding	11.26
	1.B. Regularly monitor the condition of City off-system bridges and advance projects to address problems before they grow larger and more expensive to fix.	1. Achieve and maintain full compliance with the DOTD's off-system bridge inspection program.	DPW; DOTD; <u>Consultants</u>	Ongoing	Staff time; City funds	11.26
		2. Allocate sufficient funds in each bond sale (and other sources of funding) for bridge replacement projects so that the required local match is set aside to ensure approval of federal transportation funding.	DPW; DOTD; <u>RPC</u>	Ongoing	Staff time; Capital funding	11.26

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
1. Provide quality transportation infrastructure	1.C. Improve and adapt Port facilities and infrastructure to leverage technological advances and changing cargo trends to remain competitive while protecting our quality of life.	1. Support a reliable, maintained lock system on the Inner Harbor Navigation Canal to enable trade and economic growth while considering community impacts	Port of New Orleans; CPC; RPC; USACE	Medium term	Staff time	11.27
		2. Support capital improvements and operational enhancements for the efficient movement of goods that are consistent with the Port of New Orleans Master Plan in order to keep the Port competitive, support riverfront commerce and industrial canal redevelopment, and protect quality of life.	Port of New Orleans; CPC; RPC	Medium term	Staff time	11.27
	1.D. Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong International Airport as the preeminent airport facility in the State	1. Make major strategic capital improvements and enhance marketing at Louis Armstrong New Orleans International Airport to attract and maintain air service.	Aviation Board	First five years	Staff time; Capital funding	11.27
		2. Complete new replacement terminal at Louis Armstrong New Orleans International Airport to enhance the appearance and the comfort of the airport and to facilitate layovers and transfers between flights, and expand terminal capacity, as needed	Aviation Board	First five years	Staff time; Capital funding	11.27
	1.E. Implement rail improvements to increase railroad safety, operating efficiency, and fluidity.	1. Implement centralized traffic control (CTC) across the rail network to consolidate and standardize train routing decisions, alleviate congestion, and promote fluidity.	New Orleans Public Belt; Class 1 Railroads	First five years	Staff time; local, state and federal funding	11.27
		2. Pursue adequate funding, including federal funding, for implementation of rail improvement projects to increase safety, operating efficiency and fluidity.	CPC; RPC; New Orleans Public Belt; Class 1 Railroads	Medium term	Federal funds	11.27
	1.F. Enhance the RTA's infrastructure to support an upgraded transit network that focuses on access, safety and timeliness transit infrastructure to increase ridership and improve	1. Continue to replace older RTA buses with newer vehicles that are more fuel efficient and have lower emissions. Develop a Master Plan for RTA to guide future investments and service enhancements.	RTA	Ongoing Medium Term	Bond funds; federal funding	11.28
		2. Develop a Transit Master Plan to guide future investments and service enhancements. Coordinate a regional transit vision	RPC, RTA, CAO, DOTD	Medium Term	Federal funds; bond funds	11.28

	<u>access to jobs and services.</u>	3. Conduct a feasibility study on introducing left turns at major intersections to minimize the number of crossings along the streetcar right-of-way. Maintain a high-quality fleet of vehicles.	RTA; RPC; CPC; DPW	Medium-Term Ongoing	Federal funds; grant funding	11.28
		4. Invest in technology for current and future buses and streetcars, fixed guideway and bus-rapid transit infrastructure by obtaining federal and local funding.	RTA; RPC; DOTD; NOBC	Medium-Term First Five Years	Federal funds; bond funds	11.28
		5. Create and update a Transit Asset Management Plan annually to ensure that the transit fleet is in a state of good repair.	RTA	First five years	Staff time	11.28

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
2. Increase efficiency across all transportation modes	2.A. Develop and implement a Transportation System Management Strategy to increase capacity and maximize efficiency.	1. Conduct a study and implement recommendations to <u>reduce traffic</u> manage traffic congestion and increase <u>capacity</u> in mobility of people downtown area	DPW; DOTD; RPC, RTA; Port of New Orleans; DDD	Ongoing	Staff time; Capital funding; federal funding	11.29
		2. Consolidate stops to reduce travel times along existing bus and streetcar lines. Identify the most effective improvements to reduce travel times along existing bus and streetcar lines	RTA; DPW; DOTD	First five years	Grant funds	11.29
		3. Invest in an advanced traffic management system	DPW; DOTD	Medium term	Staff time; Capital funding; federal funding	11.29
		4. Enable walking, cycling, and transit in the planning of development projects	DPW; CPC	Ongoing	Staff time; Capital funding	11.29
		5. Study the feasibility of adding additional Mississippi River crossings to reduce congestion and provide additional evacuation routes, to include a new ferry crossing at Gretna and a new bridge between Algiers and Chalmette.	RPC; DOTD; RTA	Medium term	Grant funds	11.29
		6. Study the feasibility of a streetcar and/or light rail-hybrid distributor system in the Central Business District (CBD) and French Quarter to improve connectivity for residents, workers and tourists, and to best connect with existing and potential future transit routes to city neighborhoods. Support higher density transit oriented development along existing and future high-frequency transit service.	RTA; CPC; RPC	Medium-Long term	Staff time; Federal funds	11.29

		7. Conduct feasibility studies for new streetcar, light rail, and BRT routes to connect residential and commercial districts throughout the city, and to support higher-density transit-oriented development (TOD).	RTA; CPC; RPC	Long-term	Staff time; Federal funds	11.30
		<u>78.</u> Study existing capacity and promote improved conductivity for crossings over the INHC for all modes of transportation	RPC; DOTD; Port of New Orleans; <u>CPC</u> ; DPW	Long term	Federal funds	11.30

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
	2.B. Measure progress toward meeting the mode share goals of transit, bikes, walking and single occupancy vehicles	1. Meet with the public and stakeholders to develop a summary of mode share in New Orleans from ACS and Census data to adopt formal mode share goals.	CPC lead in coordination with DPW	First Five Years	Staff time	11.34
2. Increase efficiency across all transportation modes	2.BC. Enable the efficient movement of freight.	1. Develop a comprehensive, multi-modal freight plan to guide future investments and implementation of service enhancements to drive operational efficiencies.	CPC; RPC; Port of New Orleans; DPW; NOAB; Public Belt	First five years	Staff time; bond funds	11.340
		2. Work to improve access to and from all intermodal freight terminals through <u>wayfinding</u> signage and technology-based solutions, street improvements, and signalization	DPW; Port of New Orleans; CPC; DOTD	Medium term	Staff time; Federal funds	11.340
		3. Explore alternative modes of freight movement to accommodate projected cargo growth, such as container on barge service and moving more cargo by rail shuttle.	CPC; RPC; Port of New Orleans	Medium term	Staff time; local and state funds	11.340
		4. Provide adequate, dedicated and maintained roadway access to Port facilities to keep the Port competitive, reduce congestion and impacts to quality of life.	CPC; RPC; Port of New Orleans; DPW; NOPD	First five years	Bond funds	11.3034
	2.DC. Encourage sustainable and healthy mobility choices.	1. Develop and implement a sidewalk improvement program.	DPW	First five years	Staff time	11.3435
		2. Invest in more comfortable bicycle facilities that provide critical linkages in the bicycle network.	DPW; RPC; DOTD	First five years	Staff time; City and federal funds	11.3435
		3. Support and encourage events such as Bike to Work Day, No Car Days, Celebrity rides, <u>Open Streets</u> , and carpooling.	DPW; Mayor's Office	First five years	Staff time	11.3435
		4. Implement an <u>equitable and sustainable</u> bike share program <u>that enhances mobility and bicycle safety, is accessible to all income levels, and eventually services the entire city.</u>	DPW; Mayor's Office; CPC; consultants	First five years	Staff time; City funds; private sponsorships	11.3435
		5. Expand marketing and community engagement to promote the use of public transit.	RTA	First five years	RTA funds	11.3435
	2.DE. Improve connectivity between transportation modes	1. Develop passenger rail connections between the CBD, Louis Armstrong International Airport, Baton Rouge, the Gulf Coast, and other communities within the southern US	RPC; City; RTA; NOAB; Amtrak; Mayor's Office; Congressional leadership	Long Term	Federal funds	11.3435
		2. Create gateway connections at the UPT and Louis Armstrong International Airport and improve access to the Convention Center and Port of New Orleans.	RTA; RPC; DPW; NOAB; NOBC	Long Term	Federal funds	11.3236

2. Increase efficiency across all transportation modes		3. Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.	RTA; RPC; Jefferson and St Bernard Transit	Medium term	Staff time	11.3236
		4. Conduct a study to improve multimodal access to and from the Union Passenger Terminal to address comprehensive way-finding signage, high-visibility crosswalks, bicycle and vehicular parking, bicycle routes, ridesharing services, high-quality information services, and improved taxi and bus service.	RTA; RPC; DPW/CPC	Medium term	Federal funds	11.3236
		5. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement, and education.	RTA; DPW	First five years	Staff time; Federal funds	11.3236
	2.EF. Develop a great cycling city.	1. Develop and implement a comprehensive Bicycling Plan, <u>prioritizes building low-stress, high quality infrastructure, creating a connected citywide network, and increasing safe mobility options for those that need it most</u> . to include the creation of a connected citywide network of bike lanes, multi-use paths, and other bike facilities to safely accommodate bicyclists.	DPW; CPC	First five years	Staff time; City funds	11.3236
		2. Develop and update design standards and guidelines for all types of bicycle facilities	DPW	First five years	Staff time	11.3237
		3. Provide access to bike racks and storage on public rights of way and at publically owned buildings at key activity nodes and along key bicycle corridors.	DPW; CPC	First five years	Staff time; City funds; federal funds	11.3337
		4. Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities.	CPC	First five years	Staff time	11.3337
	2.FG. Maximize walkability.	1. Seek federal funding for walk-to-school programs and improvements.	DPW; OPSB; Health Dept.	First five years	Staff time; Federal funds	11.3438
		2. Develop a sidewalk improvement program. (involves plan for regular condition assessment and maintenance of sidewalk infrastructure through a combination of public and property owner funding with criteria analogous to a pavement asset management system)	DPW	First five years	Staff time; City funds	11.3438
		3. Review, update, and implement the City's ADA Transition Plan relative to public rights of way to reflect requirements of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines	DPW; Mayor's Office	First five years	Staff time; City funds	11.3438
		4. Develop a Pedestrian Master Plan to guide future investments in pedestrian facilities of all types to improve the quality of the pedestrian environment throughout the City.	DPW/CPC	First five years	Staff time; City funds	11.3438
		5. Implement sidewalk improvements in the French Quarter	Mayor's Office; DPW	First five years	Staff time; Special property tax	11.3438

		6. Develop a continuous, well-connected pedestrian network of sidewalks, walking paths, and recreational trails to safely accommodate pedestrians.	DPW	Long term	Staff time; City funds; State funds; Federal funds	11. 34 <u>38</u>
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FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
3. Improve safety, accessibility, and quality of life for all transportation system users	3.A. Implement the adopted "Complete Streets Policy Program".	1. Develop and adopt Complete Streets Guidelines for internal and consultant design engineers in project development.	DPW; CPC	First five years	Staff time; City funds; Federal funds	11.3539
		2. Use the multi-modal level of service to access road designs during the preliminary design process and allocate right of way	DPW	First five years	Staff time	11.3539
		3. Update City of New Orleans Roadway Design Manual to include modern best practices for the accommodation of non-motorized transportation modes and streetscape improvements.	DPW	First five years	Staff time	11.3539
		4. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement and education.	DPW; RTA; Police	First five years	Staff time; City funds; Federal funds	11.3539
		5. Implement pedestrian improvements, such as crosswalks, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/commercial corridors, residential complexes for senior citizens and persons with disabilities, parks and other recreational facilities, and government/institutional buildings in accordance with the City's Pedestrian Safety Action Plan.	DPW	First five years	Staff time; City funds; Federal funds	11.3539
		<u>6. Require training on the design of Complete Streets for all design consultants doing business with the City and give preference in the bid process to those consultants who have demonstrated Complete Streets design experience.</u>	<u>DPW</u>	<u>First five years</u>	<u>Consultant; staff time</u>	
	3.B. Implement the Vision Zero Safety program for the City of New Orleans to reduce traffic fatalities and severe injuries	1. Support public education campaigns to increase awareness and knowledge with the goal of creating a safer environment with radio, TV, print and internet campaigns and materials.	DPW; RPC; Police	First five years	Staff time; City funds	11.3540
		2. Produce informational brochures and programs to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.	DPW; RPC; Volunteer groups	First five years	Staff time; City funds; Grant funds	11.3540
		3. Improve <u>gathering</u> , tracking, analysis, and dissemination of crash data, <u>including to the public when possible</u> , to guide funding to address problem areas.	RPC; DPW; Police; Volunteer bike groups	First five years	Staff time; Grant funds	11.3640

		4. Protect vulnerable road users such as pedestrians, cyclists, and motorcyclists.	RPC; CPC transportation planner; <u>NOPD</u> ; <u>DPW</u> ; <u>Municipal Courts</u>	First five years	Federal funds; staff time	11. 36 <u>40</u>
		5. Combat distracted driving	DPW; Police	First five years	Staff time	11. 36 <u>40</u>
		6. Reduce speeding, impaired, and aggressive driving.	DPW; Police	First five years	Federal funds	11. 36 <u>40</u>
		7. Establish a permanent bicycle and pedestrian safety engineer position within DPW. Consider augmenting existing staff to enhance the City's role in transportation safety.	DPW; <u>CPC</u>	First five years	Staff time; City funds	11.36

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
3. Improve safety, accessibility, and quality of life for all transportation system users	3.C. Improve and expand access to the transit network throughout the <u>CityRegion</u> .	1. Improve bus and streetcar frequency.	RTA	First five years	RTA funds	11.3640
		2. Ensure safe access to transit stops and major travel generators through improved intersection visibility (lights and high visibility crosswalks), sidewalk repairs, and pedestrian countdown signals	DPW	First five years	Staff time; City funds; Federal funds	11.3741
		3. Redesign transit lines where possible to connect with major destinations and trip generators to increase ridership and efficiency.	RTA; DPW	First five years	Staff time; City funds; Federal funds	11.3741
		4. Examine the feasibility of alternative service delivery models to meet the needs of riders in lower demand neighborhoods.	RTA; DPW	First five years	Staff time; City funds; Federal funds	11.3741
		5. Improve the waiting experience for customers at transit stops.	RTA; RPC; DPW; NOAB	Medium term	Bond funds; Federal funds	11.3741
		6. Plan and implement fare and <u>schedule</u> [SAK1] integration amongst RTA, Jet and St. Bernard Urban Transit	RTA, RPC, Jet, St. Bernard Transit	Medium term	Staff time	11.41
	3.D. Manage curb space more efficiently to reduce congestion and increase safety	1. Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.	CPC	First five years	Staff time	11.3741
		2. Implement policies that encourage efficient management of the curb space in the downtown area and along commercial corridors	DPW; CPC	First five years	Staff time	11.3842
		3. Develop and implement a municipal parking management strategy to reduce the parking demand in the downtown area and along high-demand corridors.	DPW; <u>CPC</u>	Medium term	Staff time	11.3842
	3.E. Provide significant infrastructure investment to make major corridors more <u>augment a</u> and pedestrian friendly <u>environment</u> , particularly where transit stops, schools, parks, and other pedestrian generators are <u>located</u> <u>present</u> .	1. Develop and adopt guidelines for pedestrian facilities of all types to improve the quality of the pedestrian environment throughout the city by improving striping, signage, and pedestrian crossing signals.	DPW; CPC	First five years	Staff time; City funds	11.3842
		2. Continue to build upon existing hurricane recovery appropriations to ensure comprehensive streetscape improvements in designated target areas, including lighting, landscaping, sidewalk enhancements, and the burying of above ground utilities	DPW	First five years	Staff time	11.3843

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
3. Improve safety, accessibility, and quality of life for all transportation system users	3.E. Provide significant infrastructure investment to improve the appeal and walk-friendliness of major boulevards and corridors where transit stops, schools, parks, and other pedestrian generators are present.	3. Implement comprehensive streetscape upgrades (lighting, landscaping, sidewalks, utilities) to those boulevards that are in need of upgrades yet are not already targeted for streetscape improvements through recovery funding, such as Tulane Ave, Broad, St. Claude, Tchoupitoulas, Read Blvd, etc.	DPW; CPC	Medium term	Staff time; City funds	11.3943
		4. Develop landscape design requirements for parking lots with shade and lighting, and materials for pedestrian walkways to enhance and produce safe walkways and pleasant pedestrian environment.	DPW; CPC	First five years	Staff time	11.3943
4. Promote economic development and innovation through integrated transportation planning and policies	4.A. Implement an equitable bike share system that serves the job commuting needs and connects to transit	1. Develop and implement a bike share program	DPW	Medium term	City funds	11.39 [SAK2]
	4.AB. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes	1. Create area land use plans and zoning regulations to encourage walkable, higher density, mixed-use, transit-oriented development (TOD) at key transportation opportunity nodes.	CPC; RTA	First five years	Staff time	11.39
		2. Encourage mixed-use developments within a fixed distance of major transportation corridors	CPC; RTA	First five years	Staff time	11.39
	4.BC. Modify regulations to encourage infill development that supports a vibrant pedestrian environment	1. Modify zoning regulations to ensure that new development respects and is oriented toward the pedestrian, through building orientation, setback, signage, parking, street level interaction and design review regulations	CPC	First five years	Staff time	11.39
		2. Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages	DPW; CPC	Medium term	Staff time	11.40
		3. Use area traffic management to coordinate and minimize intensity, resolve community concerns and mitigate the impacts of economic development projects	DPW; CPC	Long term	Staff time	11.40

 **FIRST FIVE YEARS:** 2010–2014

 **MEDIUM TERM:** 2015–2019

 **LONG TERM:** 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
5. Develop an environmentally sustainable and resilient transportation system.	5.A. Make capital investments and implement administrative strategies to ensure the resilience of the city's transportation infrastructure against possible hazards	1. Ensure that a thorough, timely, regularly updated plan is in place to secure bus and streetcar rolling stock from flooding	RTA; Office of Emergency Preparedness	First five years	Staff time	11.40
		2. As transportation facilities are renovated, ensure that critical building systems are elevated and that facilities are hardened against flood and wind damage	RTA; CPA; Office of Emergency Preparedness	First five years	Staff time	11.40
		3. Where feasible, utilize construction techniques and materials as roads are repaved and new drainage systems introduced to allow them to minimize and withstand floodwaters	DPW	First five years	Capital funds	11.40
		4. Ensure that the City's hazard mitigation plan and preparedness and response measures are coordinated with the Port, rail and regional freight planning efforts to efficiently and safely move hazardous materials throughout the City.	DPW, Port of New Orleans, Office of Emergency Preparedness; Public Belt	First five years	Staff time; local funds; federal funds	11.40
	5.B. Develop a transportation system that contributes toward a healthier environment for future generations through investments in multi-modal facilities and green infrastructure for stormwater management	1. Minimize transportation-related greenhouse gasses and other air emissions.	RTA; City; CPC; Port of New Orleans; NOAB; RPC	Long term	Staff time; City funds; Federal funds	11.41
		2. Support the usage of alternative fueled vehicles such as electric cars.	RTA; City; CPC; Port of New Orleans; NOAB; RPC	Long term	Staff time; City funds; Federal funds	11.41
		3. Implement stormwater management systems that emphasize green and gray infrastructure solutions	SWB; DPW; CPC	First five years	Staff time; City funds; federal funds	11.41

Getting Started

These items are short-term actions that can be undertaken with existing funding, or relatively little expenditure, and will help lay the groundwork for the longer-term actions that follow.

- Continue road repair and reconstruction of all damaged streets and integrate this effort with similar efforts on the part of the Sewerage and Water Board for the repair of underground utilities.
- Establish a pavement asset management system and long-term funding strategy for future road capital improvement projects and maintenance.
- Adopt a “Complete Streets” policy that recognizes street space should be designated to accommodate a variety of users including pedestrians, bicyclists, drivers, transit riders, and utilities.
- Work with the Regional Planning Commission to make sure the City receives and uses all allocated federal transportation funds.
- Encourage public input and informed decision making by reporting on transportation activities and results and consult the public when planning budgets, programs, and projects.

Narrative

Below is a more detailed narrative of the various goals, strategies and actions highlighted in the “Summary” chart.

TRANSPORTATION SYSTEM INFRASTRUCTURE

ROADS AND BRIDGES

At an estimated value of more than \$10 billion, the streets and the utilities underneath them represent the City’s most widely used and most valuable physical, fixed asset and the backbone of the City’s transportation network. Fixing and maintaining the City’s roads and bridges in a state of good repair is one of the greatest challenges that the City faces. A pavement management system will provide a data-driven, cost-effective, systematic approach to strategically identify and prioritize road capital improvement projects so that the City can maintain its streets in a state of good repair. The information/analysis from periodic pavement condition assessments will be utilized to inform the selection, prioritization, and scope of work determination processes for the planning of roadway capital improvement projects. Leveraging the funding provided by FEMA through its Public Assistance (PA) Program to repair Katrina-related damage to the streets, along with Community Development Block Grant (CDBG) funding, municipal bonds, and other funding sources to complete a multi-year capital infrastructure improvement program will be the first step under the City’s pavement management system to address over 40 years’ worth of underfunding and damage sustained as a result of Hurricane Katrina and its immediate aftermath. Work planned under this program will serve as the foundation for future, follow-on comprehensive roadway capital improvement and maintenance programs.

While the basic fundamental design concepts for roadway design and maintenance are not likely to significantly change in the future, the configuration of the roadway is likely to change to support a more inclusive, multi-modal, and balanced approach with regard to transportation system users and accessibility. Unused or underused roadway will be reduced or eliminated to minimize impervious surface and support green infrastructure. The roads themselves will be designed to be more resilient

and accommodate new technology to facilitate the management of traffic and new ways to move people and freight from one place to another.

Truck routes are designated on the major urban arterial streets within the City's roadway network. The existing designated truck route system needs to be reviewed and updated with input from neighborhoods, truckers, businesses, intermodal transportation terminal operators and other relevant groups to ensure that the most efficient routes are utilized based on current trip generators and anticipated, future demands.

PUBLIC TRANSIT FACILITIES

Transit is the most transformative urban transportation mode, but also the most demanding in terms of planning and coordination. New Orleans has a unique advantage over most American cities because of its core network of existing streetcar and bus routes, and their maintenance facilities and operating infrastructure. Improvements to transit will prioritize reducing travel time, increasing frequency, and increasing access with redesigned and regional routes. Increasing travel time with investments such as pre-paid boarding, will improve reliability and efficiency of service throughout the system. As jobs have become more regional with several major job centers within the metropolitan area, transit must also evolve to provide better and more direct connections to provide both economic opportunity and reduce household transportation costs. Long term new technologies in ride sharing and automation have the potential to extend transit resources even further. By creating a transit system that attracts more commuter and all-purpose riders, New Orleans can provide better service to everyone, capture more revenue to operate and maintain the system, reduce pollution, moderate the number of vehicle miles traveled, and attract investment around transit hubs.

PORT FACILITIES

Despite recent years of record financial performance and cargo growth, the Port of New Orleans faces unprecedented opportunities and challenges for operational efficiency, facilities expansion, and infrastructure connectivity. Nationwide, port congestion is an increasing economic concern, and the impacts felt locally are not unique. The pursuit of congestion mitigation strategies involves all market sectors, including the rail, highway, and inland waterways, and will require significant infrastructure investments from both the public and private sectors. The co-existence of container and break-bulk operations at the Port of New Orleans along land-constrained riverfront terminals will drive the search for development alternatives that result in greater efficiency, reduced congestion and cost-effective infrastructure investments.

The closure of the Mississippi River Gulf Outlet (MRGO) has necessitated development of facilities on the Mississippi River (River) to handle cargo that can no longer access properties on the Inner Harbor Navigation Canal (IHNC). This led to the building of a new cold storage facility at the Henry Clay Avenue Wharf, and reconfiguring current River properties to better handle containers and intermodal operations. With the U.S. Army Corps of Engineers construction of surge barrier gates at entrances to the IHNC at the MRGO and Lake Pontchartrain, the Port has seen an increase in interest for various uses of its industrial properties. A deeper understanding of potential markets for shallow draft, supportive industries, and possible lease portfolio diversification of the industrial properties is needed. Rapidly changing trends require economic and market forecasting, on both a local and global scale - for example, the increase in natural gas production in the U.S. and in particular LNG development in Louisiana has the potential to change cargo dynamics, and in conjunction with maritime emissions regulations, continues to heighten interest in alternative fuel usage. Further,

changing trade dynamics with Cuba, expansion of the Panama Canal, and state budget constraints have the potential to shift market forecasts as well.

The Port of New Orleans cruise and tourism business has been growing at a remarkable pace, necessitating expansion and development of a third cruise terminal. Capacity for further demand will tax the available parking, city infrastructure including traffic in historic neighborhoods, convention center property development and transit from downtown hotels.

AIRPORT

New Orleans is served by two airports—the Lakefront Airport, and the Louis Armstrong New Orleans International Airport (MSY). The Lakefront Airport is a general aviation facility and MSY is the city’s only airport with commercial service. MSY serves over 80% of all passengers flying into the State of Louisiana. The Lakefront Airport is located in eastern New Orleans on a peninsula extending into Lake Pontchartrain, and Louis Armstrong New Orleans International Airport is located approximately 12 miles west of downtown in the suburb of Kenner. Louis Armstrong New Orleans International Airport is owned by the City of New Orleans and governed by the City’s Aviation Board, while Lakefront Airport is state owned and operated.

In 2015, MSY served a record 10.6 million passengers. Since 2010, commercial service at MSY has risen by 37%. MSY is served by 15 airlines to a record high of 55 non-stop destinations, including 5 international destinations. Ground connections to the airport include taxis, limousines, transportation network companies, shuttle services, and local buses. The proposed New Orleans-Baton Rouge light rail connection would include a stop at MSY.

The need for a new airport terminal and ancillary development at MSY had been identified for many years. In August 2011, an in-depth and robust analysis of the options for a new airport terminal facility was undertaken. The analysis focused on: design, financial feasibility, environmental impact, and land use. Based on the analysis completed, the decision was made to move forward with a Long-Term Strategic Development Plan to construct a new terminal facility. The "Northside Alternative" was chosen as the most feasible option for a new terminal facility.

MSY launched a \$950 million capital program involving the construction of a new world class terminal and related facilities on the north side of airport property. The capital program includes construction of a new replacement North Terminal, enabling projects such as the airfield lighting vault relocation and FAA navigational aids relocations, construction of a storm water pump station, and a new on-airport roadway system. Other projects included in the capital program, which will be funded and constructed by third parties, include an aircraft fuel hydrant system, flyover interchange access from I-10, and an on-site hotel.

Passenger experience will be improved in the new North Terminal with a consolidated checkpoint offering greater ease and efficiency for passengers going through security and an in-line baggage system where passengers will just drop off their checked baggage at the ticket counters. Other amenities include an adjacent 2,000 space parking garage and surface parking and concessions located down the center of the concourse to allow passengers to see their gate while enjoying a taste of New Orleans or picking up that last minute souvenir. Passengers should feel the spirit of New Orleans in the North Terminal through the sights, smells, and sounds that reverberate all the best in the City. Construction of the North Terminal began in January 2016 with an estimated opening in October 2018.

Once the North Terminal is operational, portions of the existing southside terminal will be demolished. The remaining portions of the southside terminal will be used for aviation uses such as non-scheduled charters, administrative offices for airport staff and other airport tenants. MSY will be evaluating

options for the highest and best use within federal requirements for the redevelopment of the southside ramp area for aviation business and aeronautical uses.

New Orleans is also home to the New Orleans Downtown Heliport, located adjacent to the Superdome atop a parking structure. Operated by the New Orleans Aviation Board, the facility is open to helicopter traffic 24-hours a day.

RAIL LINES

There are six Class I railroads operating in North America, including the Burlington Northern and Santa Fe (BNSF), Canadian National (CN), CSX Transportation, Kansas City Southern (KCS), Norfolk Southern (NS), and Union Pacific (UP), that pass through the City. Combined, they offer connections to 132,000 miles of track across the United States and Canada. Each railroad also operates an intermodal freight terminal within the region. The New Orleans Public Belt Railroad (NOPB) is a Class III switching railroad with the primary mission of serving the Port of New Orleans and local industries. The NOPB is a neutral carrier, with direct connections to six (6) Class 1 Railroads, and plays an important role in expediting local and intermediate freight through the strategic New Orleans rail gateway. Investment in rail infrastructure to expand and maintain connectivity with the Port and Airport by rail for the movement of freight and passengers will enable these economic engines to maintain their competitive advantage.

Expansion of passenger rail capacity from the City to the Airport and throughout the region will reduce congestion, provide a low-cost alternative for passenger travel, and promote further economic development.

TRANSPORTATION SYSTEM USERS

MOTORISTS

Currently, the predominant users of the City's transportation system in terms of trip miles are motorists. However, in the future, per capita vehicles miles traveled are expected to decrease – more cars, but fewer miles driven. Furthermore, in the future, the automation of motor vehicles is likely and has the potential to revolutionize ground transportation. A tiered roll-out of vehicles is expected as driving functions are increasingly automated over the next decade, with a fully automated car available commercially within the next 20 years. Automated vehicles may be able to drive more closely together, increasing highway speeds and capacity. In urban areas, self-parking cars can park more closely together. Automation may vastly increase the use of on-demand car services and reduce the need to own a car. Motorists are coming to expect access to real-time traffic conditions and parking locations. Millennials are more likely to use technology (i.e. smart phones) to find new ways to travel (ride sourcing services such as Uber, Lyft, Zipcar, etc. or ridesharing (car or bike)) or to avoid traveling (Skype). Over 90% of Americans own a smart phone and 20% currently use their phones for up-to-the-minute traffic or transit information. Smart phones are regularly used for turn-by-turn navigation. This dependency on real-time traffic information will only increase as technology evolves. The City needs to encourage innovation and the development of adaptive systems to accommodate rapid technological advances and the demand for more and more real-time traffic information. Consideration should be given to the design and construction of roadways and “smart” roadway infrastructure and traffic management systems that feature open-architecture to support future technology-driven upgrades.

PEDESTRIANS

At some point in a trip, everyone is a pedestrian. Nationwide, walking and cycling account for approximately 50% of all trips taken under one mile and more than 10% of all trips of any length. The popularity of walking is one indicator of a vibrant, sustainable city. Along with cycling, transit and carpooling, walking conserves natural resources and reduces pressure on the road network while improving health, preserving the environment and supporting economic activity. Key factors that can motivate more people to walk include:

- Suitable distances from trip origins to destinations
- Pleasant, direct and barrier-free walking routes
- Convenient connections to public transit, schools, parks and community facilities
- Safe and frequent opportunities to cross major roads and other barriers
- Outdoor spaces, both public and private, designed with personal security in mind
- Adequate maintenance practices for walking facilities, particularly in winter
- Positive individual attitudes towards walking

According to the Centers for Disease Prevention and Control, obesity affects more than one-third of adults nationwide, with 34.9% of surveyed Louisianans self-reporting as obese in 2012. The physical costs of being overweight include increased rates of heart disease, stroke, type-2 diabetes, and certain types of cancer, and the costs of medical care are no less daunting. Regular walking and bicycling, or active transportation, are effective means of dealing with or preventing these health concerns. Communities that promote active transportation over vehicle travel are communities that are working toward the health of their residents. In recent years the City has made significant strides towards improving pedestrian safety and walkability. In 2013, the City adopted an Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way that establishes priorities for addressing non-compliant pedestrian facilities and provides a system for tracking progress, in 2014 the City was designated as a bronze-level “Walk Friendly Community”, and in 2014, a Pedestrian Safety Action Plan was finalized for the City to address pedestrian safety at a number of critical intersections throughout the City. Recent projects in the City such as the Lafitte Greenway and the Southeast Louisiana Urban Flood Control Project (SELA) on Napoleon Avenue have created pleasant walking routes that connect neighborhoods and encourage walking. The City needs to continue to invest in the construction of facilities to establish pedestrian network to complement its developing cycling network, improve the condition of its sidewalks, and pedestrian accessibility to transit stops and schools.

BICYCLISTS

New Orleans has the potential to be a world-class city for bicycling based on its relatively flat terrain, green spaces, and well-developed and dense street network. Riding a bicycle should be a comfortable and integral part of daily life in New Orleans for people of all ages and abilities. Along with walking, bicycling conserves natural resources and reduces pressure on the road network while improving health, supporting more compact development, preserving the environment and supporting economic activity. It also offers speed and convenience for shorter trips, and for many people it can also be attractive for longer trips. Physical activity is indisputably effective in the prevention of cardiovascular disease, diabetes, cancer, and other related chronic diseases. Public health professionals support active transportation as a means of improving these and other health outcomes related to the obesity epidemic. Bicycling can also curb health care costs. Mental health and academic achievement are also improved by walking and bicycling. Over the past 10 years, the City’s bicycle network has seen a dramatic expansion in the number of bicycle lanes and with this expansion, a significant increase in ridership. The City needs to continue to invest in the construction of pleasant, direct, safe, well-maintained cycling routes that provide as much separation from traffic as possible, convenient and secure bicycle parking at destinations, look for ways to provide more access to bicycle infrastructure in

parts of the City with lower car ownership to provide better transportation choice for people, connections between cycling and transit facilities, and promote positive social attitudes towards cycling. As the City moves toward the implementation of a bike share system, it will be critical that the system connect to job centers and transit routes in an equitable and financially sustainable way.

TRANSIT USERS

Nationwide, travel for commuting constitutes nearly 40% of all public transit passenger miles traveled and 28% of all vehicles miles traveled. Workers travel significantly more than non-workers. The total number of people flying on US airlines is expected to increase by approximately 50% over the next two decades, while international travel to and from the US will more than double. High airport terminal volumes are a factor in approximately 20% of all flight delays. By 2045, there will be nearly twice as many older Americans – more people needing quality transit connections to medical and other services. 36% of Americans over 65 have a disability that limits mobility. When properly planned and managed, transit services, particular those that offer multiple choices are the natural antidote to congestion in highly dense cities and central business districts. On-demand services provide connectivity and “last-mile” services that work in conjunction with rail and other transit services, making line-haul services more efficient. Transit users expect reliable, convenient, accessible, affordable, safe, and secure transit service that efficiently gets them to their destination. The City offers a diverse portfolio of transit options to include passenger ferries, streetcars, buses, taxis, pedi-cabs, shuttles, passenger rail, and both domestic and international air travel. Over the past 10 years, these transit options have expanded service based on the demand and made operational improvements toward better meeting transit user needs and expectations. The City needs to continue to invest in the expansion of transit service and improvements in the quality, safety, reliability, and of transit services. The City needs to look for ways to provide more access to transit service in parts of the City with lower income and/or traffic congestion, leverage technological advances to improve transit services, and promote ridership and positive social attitudes towards transit.

FREIGHT

The ability to move freight using all multiple modes, to include truck, rail, waterborne, and air, is one of the City’s greatest assets. This ability makes the City economically sustainable and resilient and is critical in maintaining its competitive position in the global market place. Nationally, the volume of freight to be moved is expected to increase by 45%. Automated vehicles, ships, and drones are expected to be introduced within the next two decades and profoundly transform the freight delivery industry. The City needs to develop a Freight Master Plan to balance the needs of all transportation system users, encourage innovation and the development of adaptive systems to accommodate rapid technological advances in the freight industry across all modes. Consideration of freight delivery requirements should be given to the design and construction of roadways, allocation of curb space, and deployment of “smart” roadway infrastructure and traffic management systems.

HOSPITALITY TRANSPORTATION

One of the most significant economic drivers locally is the hospitality and tourism industry and two keys to the sustainability of this industry are the ability to get hospitality workers to and from work and to move tourists from entry points into the City such as the Airport, Port’s cruise terminal, UPT, and interstate system to the City’s many sightseeing attractions and their hotels. Providing multi-modal transportation alternatives and gateway connections is critical to the success of this industry.

TRANSPORTATION SYSTEM MANAGEMENT

SAFETY

The personal cost of a serious roadway accident can be immeasurable, possibly resulting in serious injuries or lives lost and families changed forever. Motor vehicle crashes are the leading cause of death among Americans ages 1 to 34. Despite the numerous benefits of non-motorized travel, pedestrian and bicycle travelers can be particularly vulnerable to traffic crashes. This is the result of many factors, including poorly designed non-motorized facilities, disregard or lack of knowledge of traffic laws, lack of visibility, impairment, or some combination of the above. New Orleans has consistently ranked highest of all parishes in Louisiana for the number of pedestrians injured in any one year. Between 2008 and 2012, pedestrian injuries in the City have increased, with Orleans Parish accounted for 19% of the total number of pedestrian injuries and 8% of the pedestrian fatalities in Louisiana. According to the Regional Planning Commission, nearly 1/3 of total pedestrian crashes between 2009 and 2010 occurred in downtown New Orleans. In 2012 the Federal Highway Administration identified New Orleans as a “Pedestrian Safety Focus City” because the annual pedestrian fatality rate is higher than the national average (2.33 per 100,000 population) and a Pedestrian Safety Action Plan (PSAP) was developed for the City in 2014. Ultimately, there are a wide range of conditions that can cause motorist accidents, such as distracted driving, impaired driving, or poor roadway design. Improving safety can have profound impacts at both an individual and an economic level. The goal of the Vision Zero Safety program is the eliminating traffic fatalities and serious injuries by 2030. The City should implement this program using a multi-pronged approach toward reducing vehicle accident-related injuries and fatalities that includes identifying accident hot-spots, improving road design and enforcement, leveraging technological advances such as connected vehicles and new crash avoidance technology as they become available, and facilitating education and outreach campaigns toward all transportation system users.

CONGESTION

Traffic congestion refers to the incremental delay caused by interactions among vehicles on a roadway, particularly as traffic volumes approach a roadway’s capacity. Congestion can be evaluated in various ways such as roadway Level-Of-Service (LOS), and the Travel Time Index (TTI), that can result in very different estimates of its costs and the benefits of specific congestion reduction strategies. On average, Americans spend over 40 hours stuck in traffic each year. According to the Texas Transportation Institute’s methodology in its 2012 Mobility Report, the total cost of roadway congestion to the nation was \$121 billion in 2011. Some measurable results of this congestion include 5.5 billion hours of wasted time, an extra 56 billion pounds of CO₂ released into the atmosphere, and 2.9 billion gallons of wasted fuel. These figures are only expected to increase in coming decades. In the New Orleans urban area, the report estimates that the average auto commuter lost 28 hours and 13 gallons of gas a year to roadway congestion in 2011, costing \$629 per commuter. The City needs to reduce congestion by implementing a comprehensive, multi-pronged approach that includes improved transportation options including walking, cycling, transit, ridesharing, car-sharing and telecommuting, so users can choose the option that is most suitable for each trip, with priority on congested corridors, particularly in the downtown area, implementing support programs such as commute trip reduction, mobility management marketing, and “smart” traffic management systems wherever appropriate, efficiently manage curb space to include leveraging technology to assist in the management of on and off street parking, manage congested roadways to favor space-efficient modes, look at implementing efficient transport pricing reforms, including demand-based parking pricing, as congestion can also be reduced as cars spend less time searching for parking spaces.

COMPLETE STREETS

The concept of complete streets is a framework for balancing the multiple roles of roads, and

ensuring the best possible outcome to their management as a public resource. A complete street accommodates all of its expected functions and serves all of the people who use it throughout the course of a day. Complete streets do not result from “cookie cutter” design, because different streets have different functions, users and contexts. The overriding principle of complete streets is to offer safety, comfort and convenience to all users (i.e. pedestrians, cyclists, transit riders and motorists) regardless of their age or ability. However, the consideration given to different users will vary by location. For example, where the City wishes to emphasize sustainable travel choices (e.g. downtown, main streets, transit oriented development zones and other areas of intensification), the needs of the most vulnerable street users—pedestrians and cyclists—will be considered first, followed by the needs of transit users and motorists. Where high demands from multiple modes exist, the City will seek to balance the needs of all users in a sustainable way. The City needs to continue to implement its Complete Streets Policy, which requires all City departments in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way, to take a comprehensive and integrated approach that considers and appropriately balances the needs of all users to include but not limited to: motor vehicle operators, public transportation services, bicyclists, pedestrians, users with disabilities, and including water distribution, sewerage collection, stormwater management facilities and other utilities to achieve the overall purpose of each project in support of the City’s Master Plan and meet the goals of the Complete Streets program. The goals of the City’s Complete Streets program are as follows:

1. **Safety.** Reduce hazards and prioritize safety for all users traveling in the public right of way, especially vulnerable users including persons with disabilities, children, the elderly, pedestrians, and cyclists;
2. **Connectivity.** Increase the connectivity of walking, bicycling, transit, and freight transportation networks;
3. **Multi-modal Accommodation.** Give full consideration to accommodation of all users, be they people who walk, people who are mobility-impaired, people who bike, people who use transit, or people who drive cars. Accommodation shall balance the needs of all users in planning, design, construction, maintenance, and operation;
4. **Livable Communities.** Foster livable communities and increase public health through vibrant, active, comfortable streetscapes that encourage more walking, bicycling, and transit use, and less driving;
5. **Equity.** Ensure equitable funding and implementation of complete streets projects;
6. **Ecology.** Create a balanced street ecology through the use of green infrastructure including pervious surfaces and trees.
7. **Coordination.** Coordinate and communicate between various stakeholders about the Complete Streets Program objectives and metrics; and
8. **Sustainability and Resiliency.** Invest in infrastructure that promotes sustainability and resiliency.
9. **Standards.** Standardize placement of infrastructure within the public right of way, where possible, to include underground utilities, street furniture, wayfinding signage and lighting.

SUSTAINABILITY

Nationally, the transportation industry accounts for 28% of the total US greenhouse gas emissions, second only to the generation of electricity. New fuel regulations are expected to increase the fuel efficiency of vehicles by 50% over the next decade. Walking and bicycling are emissions-free forms of travel and have no negative impacts on the environment. Projects that successfully encourage people to use non-motorized travel for trips are an effective means of improving air quality region-wide and promoting an environmentally sustainable transportation system. A balanced multimodal transportation system offers a range of transportation modes (walking, bicycling, public transit and automobiles) and is structured toward providing transportation facilities and services better designed to achieve broader community goals, such as increasing travel choices, improving economic competitiveness and enhancing communities. A multimodal transportation system which has less congestion and fewer trips made in single occupant vehicles run on fossil fuels creates a community with a smaller carbon footprint and provides the base structure for achieving a sustainable transportation system that supports the City's economy, preserves the environment and enhances our quality of life. Ultimately, as the City continues to develop, we need to shift our development practices so new residents, employees and visitors will be able to get around more easily without a car and away from policies that encourage a car-dependent transportation system at the expense of other transportation modes. The City needs to look at ways to promote energy and natural resource conservation within the transportation system and decrease emissions of greenhouse gases and other pollutants.

INTEGRATING LAND USE AND TRANSPORTATION PLANNING

The use and effectiveness of transportation systems are linked directly to the surrounding developments. Providing an efficient, and affordable transportation system requires close coordination with existing and future land uses. Areas that are compact, relatively dense, and have a mix of uses translate to transportation efficiency and affordability: optimum use of existing roadway space, efficient mass transit, reduced capital investments and operating costs, reduced congestion and travel times, and better air quality and public health. Land use decision making should reduce the need to expand transportation infrastructure and service, and maximize existing transportation infrastructure, particularly transit, by encouraging housing, jobs and other infill development in areas with the greatest access to jobs and services. Similarly, transportation planning should target improvements in walking, bicycling and transit in areas that already have a good mix of uses and relatively high density of jobs and housing.

Because transportation projects can be expensive and take a long time to come to fruition, it is essential that New Orleans work to make sure that future land use and transportation planning is integrated effectively. There are numerous strategies that should be researched including but not limited to access management (e.g., reducing the number of driveways on transit and bicycle corridors, rear parking requirements, and other policies); encouraging mixed-use development with housing and retail together; encouraging density in existing job centers and other mixed-use centers to reduce the need for driving; reclaiming and retrofitting heavy volume elevated streets to at-grade boulevards; and transit oriented development along existing and new high-frequency transit lines. Financing transportation improvements can be tied directly to land development by capturing the future tax revenue from new and re-development closely surrounding existing and future transit stations. Through increased coordination in transportation and land use planning, New Orleans can increase access to jobs and services while reducing costs to provide and use the transportation system.

ALTERNATIVE FUEL VEHICLES

Alternative fuel vehicles are becoming more prevalent as the technology associated with these vehicles matures and becomes more cost-effective. Conversion of public vehicle fleets to alternative fuel vehicles and the encouragement of private ownership has the potential to transform the environment and improve overall sustainability and quality of life. However, alternative fuel vehicles require different types of infrastructure, such as electric vehicle charging stations or compressed natural gas fueling stations. The City should explore the benefits of public investment in alternative fuel vehicles and their required infrastructure while balancing the use of space within the public right of way and at public facilities.

GOAL 1

Provide quality transportation infrastructure

1.A Invest in our streets and maintain them in a state of good repair.

ACTIONS

1. *Create a comprehensive financial strategy for investment in road infrastructure.*

Who: DPW; RPC

When: Ongoing

Resources: Capital funding

- > Make the public aware of the financing options for street repair and maintenance and seek input on the long-term financing strategy.

2. *Implement a pavement asset management system, as part of an overall city asset management system, to guide long-term capital improvement planning for streets, provide a cost-effective approach to system preservation, and establish technical criteria for street rehabilitation and reconstruction.*

Who: DPW

When: First five years

Resources: Stafftime; capital funding

- > Identify and prioritize long-term street capital improvements based on the recommendations from the pavement asset management system.
- > Continually update information in the pavement asset management system.
- > Complete a city-wide assessment of pavement conditions every five years.
- > Make the public aware of the criteria used to develop a priority list of street projects and the cost.

3. *Improve how streets are repaired and maintained.*

Who: DPW; SWB

When: Ongoing

Resources: Stafftime, operating funds

- > Secure additional resources to bring the City's annual street maintenance budget in line with what is recommended as part of the pavement asset management system.
- > Improve coordination between DPW, SWB, and other utilities in the maintenance of utilities underneath the streets and repairs to street pavement.
- > Implement pavement restoration standards in line with nationally recognized best practices.
- > Establish performance standards for responding to and addressing potholes and restoring utility service cuts.
- > Make the public aware of street repairs as they are occurring.

4. *Coordinate capital road work with other infrastructure projects to increase efficiency, limit*

infrastructure costs, and preserve roadway quality and operations.

Who: DPW, SWB

When: First five years

Resources: Stafftime, capital funds

- > Improve existing protocols to coordinate with Entergy, the SWB, the RTA, Cox, AT&T, and other utilities for major road work to ensure the simultaneous repair/upgrade of sub-surface infrastructure.
- > Establish a permitting process and fee schedule for utility cuts that encourages the coordination of major infrastructure work.

5. *Leverage all available funding sources to maximize the amount of resources available to fix and maintain our streets.*

Who: DPW; CAO; SWB; RPC

When: Long term

Resources: Stafftime, capital funds, operating funds

- > Continue to explore additional funding sources to support capital infrastructure improvements and maintenance.
- > Combine multiple funding sources when possible, to maximize the amount of infrastructure work that can be done as part a project/program.

6. *Consider and appropriately balance the needs of all users within the context of the City's Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets Program goals.*

Who: DPW; CPC; CPA; SWB; RPC

When: Ongoing

Resources: Stafftime, capital funds, operating funds

- > Monitor and track progress toward achieving the City's Complete Streets Program goals.
- > Coordinate with the SWB to implement green infrastructure where practical as streets are being reconstructed.

1.B Regularly monitor the condition of City off-system bridges and advance projects to address problems before they grow larger and more expensive to fix.

ACTIONS

1. *Achieve and maintain full compliance with the DOTD's off-system bridge inspection program.*

Who: DPW; Possible consultant services for bridge inspections, DOTD.

When: Medium term

Resources: Stafftime; general fund

- > Adopt a routine inspection schedule to ensure that all bridges are inspected at regular intervals and remain in good condition.
- > Maintain at least two engineers in DPW that are certified by DOTD to inspect bridges.

2. *Allocate sufficient funds in each bond sale (and other sources of funding) for bridge replacement projects so that the required local match is set aside to ensure approval of federal transportation funding.*

Who: DPW; DOTD; RPC

When: Ongoing

Resources: Capital funding

1.C Improve and adapt Port facilities and infrastructure to leverage technological advances and changing cargo trends to remain competitive while protecting our quality of life.

ACTIONS

1. *Support a reliable, maintained lock system on Inner Harbor Navigation Canal to enable trade and economic growth while considering community impacts.*
Who: Port of New Orleans; CPC; RPC, USACE
When: Medium term
Resources: Staff time
2. *Support capital improvements and operational enhancements for the efficient movement of goods that are consistent with the Port of New Orleans Master Plan in order to keep the Port competitive, support riverfront commerce and industrial canal redevelopment, and protect quality of life.*
Who: Port of New Orleans; CPC, RPC
When: Medium Term
Resources: Staff time

1.D Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong International Airport as the preeminent airport facility in the State.

ACTIONS

1. *Make strategic capital improvements and enhance marketing at Louis Armstrong New Orleans International Airport to attract and maintain air service.*
Who: Aviation Board
When: First five years
Resources: Bond funds
2. *Complete new replacement terminal at Louis Armstrong New Orleans International Airport to enhance the appearance and the comfort of the airport and to facilitate layovers and transfers between flights, with the ability to expand terminal capacity, as needed.*
Who: Aviation Board
When: First five years
Resources: Bond funds

1.E Implement rail improvements to increase railroad safety, operating efficiency and fluidity.

ACTIONS

1. *Implement centralized traffic control (CTC) across the rail network to consolidate and standardize train routing decisions, alleviate congestion, and promote fluidity.*
Who: New Orleans Public Belt; Class 1 Railroads
When: First five years
Resources: Staff time; local, state and federal funding
2. *Pursue adequate funding, including federal funding, for the implementation of rail improvement projects to increase safety, operating efficiency and fluidity.*
Who: RPC; New Orleans Public Belt Class 1 Railroads, CPC
When: Medium term
Resources: Federal funds

1.F Enhance transit infrastructure to increase ridership and improve access to jobs and services.

ACTIONS

1. Develop a Transit Master Plan for RTA to guide future investments and service enhancements.

Who: RTA

When: Medium Term

Resources: Federal funds; bond funds

- > Develop a Strategic Plan outlining the vision for the future of transit in New Orleans with residents, other agencies and key stakeholders.
- > Redesign bus network to improve access to jobs and service, including possible regional connections and future service increases.
- > Identify priorities and corridors for streetcar expansion complementary to an improved bus network.
- > Use best practices to develop specific criteria and metrics for identifying corridors for high-capacity transit infrastructure investment such as BRT and light rail.
- > Establish TOD guidelines for land users served by high-frequency transit service that increases housing and jobs density, and prioritizes usage of public transit and complementary modes like walking and biking.

2. Coordinate a regional transit vision.

Who: RPC; RTA; CAO; DOTD;

When: Medium Term

Resources: Federal funds; bond funds

- > Support a feasibility study to build fixed guideway transit line from the Central Business District to the new North Airport Terminal.
- > Implement inter-agency transit pass between JeT and RTA.
- > Develop a roadmap for increasing regional access with coordinated or shared service and fare integration between RTA, JeT and SBURT
- > Study service changes and enhancements to DOTD funded New Orleans to Baton Rouge bus service, including the feasibility of transit only lanes on area highways.

3. Maintain a high-quality fleet of vehicles.

Who: RTA

When: Ongoing

Resources: Federal funds; bond funds

- > Continue to replace older RTA buses with newer vehicles that are more fuel efficient and have lower emissions.
- > Update the Transit Asset Management Plan annually to ensure that the transit fleet is in a good state of repair.

4. ~~PN3~~ Invest in technology for current and future buses and streetcar

Who: RTA, DPW

When: First Five YEarS

Resources: Grant funds

- > Incorporate the use of preemptive signalization and real-time GPS tracking to increase greater reliance upon mass transit

GOAL 2

Increase efficiency across all transportation modes

2.A Develop and implement a Transportation System Management Strategy to [DN4] optimize capacity and maximize efficiency.

ACTIONS

1. Conduct a study and implement recommendations to manage traffic congestion and increase mobility of people in downtown area.

Who: DPW; DOTD; RPC, Port of New Orleans; DDD

When: Ongoing

Resources: Staff time; Federal funds; City funds

- > Identify policies and projects that increase mode share for walking, biking and transit.
- > Consider the establishment of priority bicycle and transit corridors.

2. Identify the most effective improvements to reduce travel times along existing bus and streetcar lines.

Who: RTA; DPW; DOTD

When: First five years

Resources: Grant funds

- > Identify street reconfigurations that reduce turning conflicts with streetcars at the highest conflict locations [DN5].
- > Develop priority locations, standards and permitting for high-capacity and pre-paid transit stations

3. Invest in an advanced traffic management system.

Who: DPW, DOTD

When: Medium-term

Resources: City funds, State funds, federal funds

- > Continue upgrades to traffic signals and pedestrian countdown timers to create a traffic management system capable of being remotely monitored and controlled to adapt to changing traffic conditions as they occur.
- > Monitor and adopt useful technologies for traffic data management.
- > Provide streamlined and accessible traffic information to travelers.

4. Enable walking, cycling, and transit in the planning of development projects.

Who: CPC, DPW

When: Ongoing

Resources: Federal funds, capital funds

- > Promote transit-oriented development plans through zoning, place-based planning, and the plan review process.
- > Consider the designation of transit priority corridors as part of the place-based planning process.

5. Study the feasibility of adding additional Mississippi River crossings to reduce congestion and provide additional evacuation routes, to include a new ferry crossing at Gretna and a new bridge between Algiers and Chalmette.

Who: RPC; DOTD; RTA

When: Long-term

Resources: Federal funds

6. [DN6][DN7] Support higher-density transit oriented development (TOD) along existing and future high-frequency transit service.

Who: RTA; RPC; CPC

When: Long term

Resources: Federal funds

7. Study existing capacity and promote improved connectivity for crossings over the IHNC for all modes of transportation.
 - Who:** RPC; DOTD; Port of New Orleans
 - When:** Long-term
 - Resources:** Federal funds
- > Look for opportunities for waterside access along the IHNC to develop this as a water-borne freight corridor

2.B — Reduce travel time on transit**ACTIONS****2.B Measure progress toward meeting the mode share goals of transit, bikes, walking and single occupancy vehicles.****Actions**

1. Meet with the public and stakeholders to develop a summary of mode share in New Orleans from ACS and census data to adopt formal mode share goals.
 - Who:** CPC lead in coordination with DPW
 - When:** First Five Years
 - Resources:** Staff Time

2.C Enable the efficient movement of freight.**ACTIONS**

1. Develop a comprehensive, multi-modal freight plan to guide future investments and implementation of service enhancements to drive operational efficiencies.
 - Who:** CPC; RPC; Port of New Orleans; DPW; NOAB; DOTD; Public Belt Railroad
 - When:** First five years
 - Resources:** Bond funds
- > Review the designated truck route system and update the list of streets with input from neighborhoods, truckers, business parks, intermodal terminal operators and other relevant groups.
- > Ensure consistency with operations and Master Plans for the Port, Public Belt, and Airport.
2. Work to improve access to and from all intermodal freight terminals through wayfinding signage and technology-based solutions, street improvements, and signalization.
 - Who:** DPW; DOTD; Port of New Orleans.
 - When:** Medium term
 - Resources:** City and state funds
3. Explore alternative modes of freight movement to accommodate projected cargo growth, such as container on barge service and moving more cargo by rail shuttle.
 - Who:** CPC; RPC; Port of New Orleans
 - When:** Medium term
 - Resources:** Staff time; local and state funds
4. Provide adequate, dedicated and maintained roadway access to Port facilities to keep the Port competitive, reduce congestion and impacts to quality of life.
 - Who:** CPC; RPC; Port of New Orleans; DPW; Police
 - When:** First five years
 - Resources:** Bond funds
- > Maintain and provide adequate access for the only truck route to uptown Port cargo facilities through coordinated planning and implementation with the City, Convention Center and other existing and proposed

Tchoupitoulas corridor developments.

2.D Encourage sustainable and healthy mobility choices.

ACTIONS

1. *Develop and implement a sidewalk improvement program*
Who: DPW
When: First five years
Resources: Staff time
2. *Invest in more comfortable bicycle facilities that provide critical linkages in the bicycle network*
Who: DPW, RPC, DOTD
When: First five years
Resources: Staff time, City and federal funds
3. *Support and encourage events such as Bike to Work Day, No Car Days, Celebrity rides, Open Streets, and carpooling.*
Who: Mayor's Office.
When: First five years
Resources: Staff time
4. *Implement an equitable and sustainable bike share program that enhances mobility and bicycle safety, is accessible to all income levels, and eventually services the entire city.*
Who: Mayor's Office; DPW; CPC; consultants
When: First five years
Resources: Staff time; City funds; grants; private sponsorships
5. *Expand marketing and community engagement to promote the use of public transit.*
Who: RTA
When: First five years
Resources: RTA funding
 - > Improve marketing outreach to attract automobile drivers by developing promotional materials highlighting the benefits and cost savings of using public transit.
 - > Partner with major employers and educational facilities to increase transit usage.
 - > Implement a new CAD/AVL system to improve customer access to information about service in real time

2.E Improve connectivity between transportation modes.

ACTIONS

1. *Develop passenger rail connections between the CBD/UPT, Louis Armstrong International Airport, Baton Rouge, the Gulf Coast, and other communities within the southern US.*
Who: RPC; City; RTA; NOAB; Amtrak; Mayor's Office, Congressional leadership
When: Long term
Resources: Federal funds
 - > Support and advocate for federal and state funding for high-speed and/or light rail lines
 - > Actively work to reinstate and improve passenger rail service between New Orleans and Jacksonville, FL (Route has not been reactivated by Amtrak since Hurricane Katrina).

2. *Create gateway connections at the UPT and Louis Armstrong International Airport and improve access to the Convention Center and Port of New Orleans*
Who: RTA; RPC, DPW; NOAB; NOBC
When: Long-term
Resources: Federal funds
 - > Consider establishment of BRT connections between the Convention Center, Port, UPT and Airport.
3. *Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.*
Who: RTA; RPC, Jefferson and St Bernard Transit and traffic and planning staff from each parish
When: Medium-term
Resources: Staff time
 - > Improve regional transit connections with partner agencies.
4. *Conduct a study to improve multimodal access to and from the Union Passenger Terminal to address comprehensive way-finding signage, high-visibility crosswalks, bicycle and vehicular parking, bicycle routes, ridesharing services, high-quality information services, and improved taxi and bus service.*
Who: RTA; RPC; DPW
When: Medium-term
Resources: Federal funds
 - > Focus planning efforts to access and improve mobility to and from the UPT for all modes of transit
5. *Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement, and education.*
Who: RTA; DPW
When: First five years
Resources: Federal funds, staff time

2.F Develop a great cycling city.

ACTIONS

1. *Develop and implement a comprehensive Bicycling Plan, ~~to include the creation of a connected citywide network of bike lanes, multi-use paths, and other bike facilities to safely accommodate bicyclists that prioritizes building low-stress, high quality infrastructure, creating a connected citywide network, and increasing safe mobility options for those that need it most.~~*
Who: DPW, CAO
When: First five years
Resources: Staff time, City funds
 - > Incorporate “Complete Streets” guidelines into the plan.
 - > Analyze geographic need for mobility improvements based on economic and health outcomes and prioritize bicycling improvements that have the greatest potential to improve social equity.
 - > Incorporate a robust community engagement component to collect broad stakeholder input to develop a comprehensive bicycling strategy informed by and supported by the public.
 - > Program enhancement funding for public bicycle facilities in all future local bond elections.
 - > Explore potential dedicated funding streams for bicycle improvements
 - > Achieve and maintain Gold Level Bike Friendly Community status.
 - > Identify pilot corridors for core network of protected bike lanes that connect to existing assets, such as the Lafitte Greenway, and downtown core..
 - > Provide for cycling connections to transit.
 - > Mitigate bottlenecks created by rail infrastructure, bridges, underpasses, and other disruptive elements.

2. *Develop and update design standards and guidelines for all types of bicycle facilities*

Who: DPW

When: First five years

Resources: Staff time

INSERT UPDATED Potential 2030 Bicycle Routes Map (wags)

3. *Provide access to bike racks and storage on public rights of way and at publically owned buildings at key activity nodes and along key bicycle corridors.*

Who: DPW; CPC

When: First five years

Resources: Staff time, City funds, Federal funds

- > Expand and promote program for private sponsorship of bike racks and bike corrals on sidewalks and unused on-street spaces.
- > Pilot a limited number of on-street vehicular parking spaces to be converted into on-street bike rack/storage area if demand or adjacent property owners call for it.
- > Incorporate bike racks into the on-site parking plans for public buildings such as libraries, community centers, and schools.

4. *Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities.*

Who: CPC

When: First five years

Resources: Staff time

2.G Maximize walkability.**ACTIONS**

1. *Seek federal funding for walk-to-school programs and improvements.*

Who: DPW; OPSB; RSD

When: First five years

Resources: Federal funds

- > Incorporate “Complete Street” guidelines into the strategy.
- > Review car line and bus access plans for all new school prior to of sessions and periodically review those for current active school campuses.

2. *Develop a sidewalk improvement program (regular condition assessment and maintenance of sidewalk infrastructure through a combination of public and property owner funding with criteria analogous to a pavement asset management system).*

Who: DPW

When: First five years

Resources: Staff time; City funds

- > Conduct a study to identify appropriate sidewalk condition assessment and walkability criteria.
- > Evaluate sidewalk repair and maintenance sections of City Code and explore ways to improve enforcement and betterment system options for property owners.
- > Explore sustainable and equitable funding mechanisms.

3. *Review, update, and implement the City’s ADA Transition Plan relative to public rights of way to reflect requirements of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines.*

Who: DPW; Mayor’s Office

When: First five years

Resources: Staff time; City funds

4. *Develop a Pedestrian Master Plan to guide future investments in pedestrian facilities of all types to improve the quality, safety, and accessibility of the pedestrian environment throughout the City.*

Who: DPW

When: First five years

Resources: Staff time; City funds

- > Use best practices to develop specific criteria and metrics for identifying corridors for pedestrian facilities.
- > Establish a standard for evaluating the pedestrian level of service and walkability along a corridor.
- > Prioritize last mile conductivity to assist with transit and bicycle mode share goals.

5. *Implement sidewalk improvements in the French Quarter*

Who: Mayor’s Office, DPW

When: First five years

Resources: Staff time; special property tax

6. *Develop a continuous, well-connected pedestrian network of sidewalks, walking paths, and recreational trails to safely accommodate pedestrians.*

Who: DPW

When: Long-term

Resources: Staff time; City funds, State funds, federal funds

- > Publicize and promote walking paths and recreational trails within the City.
- > Seek additional grants to expand the existing network.

GOAL 3

Improve safety, accessibility, and quality of life for all transportation system users

3.A Implement the adopted “Complete Streets Policy”.

ACTIONS

1. *Develop and adopt Complete Streets Guidelines for internal and consultant design engineers in project development.*
Who: DPW; CPC transportation planner
When: First five years
Resources: Staff time; City funds; State funds; Federal funds
 - > A Complete Streets Implementation Guideline document should consider a street classification system that prioritizes infrastructure investment and guides street design and operation specifics.
 - > Consider the use of temporary materials to test out Complete Streets best practices and replace with permanent materials if appropriate and when funds are available.
 - > Consider developing a Pavement to Parks Program to encourage public participation while allowing for low-cost, temporary pilot testing of projects to improve pedestrians, bicycle, and transit-users experience.
2. *Use the multi-modal level of service to access road designs during the preliminary design process and allocate right of way.*
Who: DPW; consultants
When: First five years
Resources: Staff time; consultant
3. *Update City of New Orleans Roadway Design Manual to include modern best practices for the accommodation of non-motorized transportation modes and streetscape improvements.*
Who: DPW
When: First five years
Resources: Staff time
 - > The updated Roadway Design Manual should include best practices including those from the National Association of City Transportation Officials and other resources that prioritize safety of people using active transportation and public transit.
4. *Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement and education.*
Who: DPW; RTA
When: First five years
Resources: Staff time; City funds; Federal funds
5. *Implement pedestrian improvements, such as crosswalks, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/commercial corridors, residential complexes for senior citizens and persons with disabilities, parks and other recreational facilities, and government/institutional buildings in accordance with the City's Pedestrian Safety Action Plan.*
Who: DPW
When: First five years

Resources: Stafftime; City funds; Federal funds

6. Require training on the design of Complete Streets for all design consultants doing business with the City and give preference in the bid process to those consultants whose project managers have demonstrated Complete Streets design experience.

Who: DPW

When: First five years

Resources: Consultants; Staff time

3.B Implement the Vision Zero Safety program for the City of New Orleans to reduce traffic fatalities and severe injuries.

ACTIONS

1. Support public education campaigns to increase awareness and knowledge with the goal of creating a safer environment with radio, TV, print and internet campaigns and materials.

Who: RPC; DPW; Police

When: First five years

Resources: Staff time; City funds; State grants

2. Produce informational brochures and programs (such as the RPC's Create a Commuter initiative) to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.

Who: RPC; DPW; Volunteer bike groups

When: First five years

Resources: Grant funds

3. Improve gathering, tracking, analysis, and dissemination of crash data, including to the public when possible, to guide funding to address problem areas.

Who: RPC; DPW; NOPD; Volunteer bike groups

When: First five years

Resources: Grant funds; Staff time

4. Protect vulnerable road users such as pedestrians, cyclists, and motorcyclists.

Who: NOPD; DPW, Municipal Courts

When: First five years

Resources: Staff time

- > Improve enforcement of bicycle laws for the safety of both bicyclists and motorists.
- > Continue to invest in pedestrian countdown timers and high visibility crosswalk signage and striping.

5. Combat distracted driving.

Who: NOPD; DPW

When: First five years

Resources: Staff time, City funds

- > Establish and enforce cell phone free zones in school zones.
- > Raise awareness of the dangers of distracted driving.

6. Reduce speeding, impaired, and aggressive driving.

Who: NOPD; DPW

When: First five years

Resources: Staff time, City funds

- > Expand the City's existing network of traffic safety cameras to support enforcement of speed limits and traffic signage and signalization.
- > Consider passive traffic calming measures such as bump outs, signage, and reducing the speed limit first, and then consider reducing the number of travel lanes.
- > Expand DWI enforcement.

7. ~~Establish a permanent bicycle and pedestrian safety engineer position within DPW~~ Consider augmenting existing staff to enhance the City's role in transportation safety.

Who: DPW; CPC

When: First five years

Resources: Staff time, City funds

3.C Improve and expand access to the transit network throughout the City.

ACTIONS

1. Improve bus and streetcar frequency.

Who: RTA

When: First five years

Resources: RTA funds

- > Identify high ridership corridors and corridors with high ridership potential that can support service intervals of 15 minutes or better.
- > Identify options to create crosstown lines to decrease travel times.
- > Create transit mini-hubs around the City to shift the network from hub and spoke to a web with more travel options for riders.
- > Provide better connections to MSY on the new Airport Express line, increasing the transit mode share.

2. Ensure safe access to transit stops and major travel generators through improved intersection visibility (lights and high visibility crosswalks), sidewalk repairs, and pedestrian countdown signals.

Who: DPW; RTA

When: First five years

Resources: Federal funds; City funds; staff time

3. Redesign transit lines where possible to connect with major destinations and other trip generators to increase ridership and efficiency.

Who: RTA

When: First five years

Resources: RTA funding

4. Examine the feasibility of alternative service delivery models to meet the needs of riders in lower demand neighborhoods.

Who: DPW; RTA

When: First five years

Resources: RTA funding

5. Improve the waiting experience for customers at transit stops.

Who: RTA; RPC; DPW; NOAB

When: Medium term

Resources: Federal funds; bond funds

- > Continue to install comfortable, durable benches and shelters at all bus stops throughout the City and ensure adequate funding and coordination between agencies for the maintenance of bus stops and streetcar stops.
- > Improve access, signage, lighting, landscaping, and other amenities at major transit points.
- > Replace Bus Stop signs throughout the network that are more durable and provide customers more relevant information.

3.D Manage curbspace more efficiently to reduce congestion and increase safety.

ACTIONS

1. *Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.*

Who: CPC

When: First five years

Resources: Staff time

- > Reduce off-street parking requirements for new developments and encourage shared parking amongst land users.
- > Require the location of parking in the rear of on the side of buildings in commercial districts and encourage the consolidation of parking facilities to serve several blocks at a time.
- > Where transit is available, encourage the provision of discounted transit passes for employees.
- > Encourage the provision of off-street parking for multiple transportation modes such as cars, bicycles, carpool vehicles, and ridesharing vehicles.
- > Reduce curb cuts on priority pedestrian and bicycle corridors.

2. *Implement policies that encourage efficient management of the curb space in the downtown area and along commercial corridors.*

Who: DPW

When: First five years

Resources: Staff time

- > Manage the curb space as a finite and valuable asset.
- > Implement technology-based systems to monitor the availability of parking spaces and make this information available to the public.
- > Review and update policies and regulations on the designation and operation of passenger zones, bus zones, and freight zones.
- > Link land usage to the allocation of curb space based on need.

3. *Develop and implement a municipal parking management strategy to reduce the parking demand in the downtown area and along high-demand corridors.*

Who: DPW; CPC, Property Management

When: Medium term

Resources: Staff time; funding

- > Expand off-street parking available in areas adjacent to downtown.
- > Incentivize park-n-ride.
- > Look at expanding transit service to connect peripheral parking to downtown business districts.
- > Explore incentives for remote parking and drop-off zones at schools, public facilities, and other destinations.
- > Establish rates for on-street parking based on availability and demand and in consultation with stakeholders.

3.E Provide significant infrastructure investment to make major boulevards and corridors more attractive and pedestrian friendly particularly where transit stops, schools, parks, and other pedestrian generators are present.

ACTIONS

1. *Develop and adopt guidelines for pedestrian facilities of all types to improve the quality of the pedestrian environment throughout the city by improving striping, signage, and pedestrian crossing signals.*
Who: DPW
When: First five years
Resources: Recovery funds; CDBG; bond funds
 - > Give priority to intersections near schools, senior housing, parks, and similar destinations.
 - > Seek Safe Routes to Schools federal funding for walk-to-school programs and improvements.
 - > Reinforce existing efforts to improve pedestrian infrastructure along major corridors by formally adopting guidelines.
2. *Continue to build upon existing hurricane recovery appropriations to ensure comprehensive streetscape improvements in designated target areas, including lighting, landscaping, sidewalk enhancements, and the burying of above ground utilities.*
Who: DPW
When: First five years
Resources: Stafftime
 - > Invest in use of permeable concrete to help control flooding on sidewalks.
3. *Implement comprehensive streetscape upgrades (lighting, landscaping, sidewalks, utilities) to those boulevards that are in need of upgrades yet are not already targeted for streetscape improvements through recovery funding, such as Tulane Ave, Broad, St. Claude, Tchoupitoulas, Read Blvd, etc.*
Who: DPW; CPC transportation planner
When: Medium term
Resources: Bond funds
4. *Develop landscape design requirements for parking lots with shade and lighting, and materials for pedestrian walkways to enhance and produce safe walkways and pleasant pedestrian environment.*
Who: DPW; CPC
When: First five years
Resources: Stafftime

GOAL 4

Promote economic development and innovation through integrated transportation planning and policies.

~~4.A Implement an equitable bike share system that serves the job commuting needs and connects to transit.~~

~~ACTIONS~~

- ~~1. Develop and implement a bike share program.~~
~~**Who:** DPW~~
~~**When:** Medium term~~

~~**Resources:** Staff time; Federal funds~~

~~> Facilitate last mile conductivity to support transit mode share goals.~~

4.BA Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.

ACTIONS

1. Create area land use plans and zoning regulations to encourage walkable, higher density, mixed-use, transit-oriented development (TOD) at key transportation opportunity nodes.

Who: CPC transportation planner; coordinate with RTA

When: First five years

Resources: CZO rewrite; staff time

2. Encourage mixed-use developments within a fixed distance of major transportation corridors.

Who: CPC, transportation planner; coordinate with RTA

When: First five years

Resources: Staff time

4.CB Modify regulations to encourage infill development that supports a vibrant pedestrian environment.

ACTIONS

1. Modify zoning regulations to ensure that new development respects and is oriented toward the pedestrian, through building orientation, setback, signage, parking, street-level interaction, and design review regulations.

Who: CPC; DPW

When: First five years

Resources: Staff time

2. Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages.

Who: CPC; DPW; possible small consultant services contract

When: Medium term

Resources: Staff time; CDBG; smart growth oriented grant funding

3. Use area traffic management to coordinate and minimize intensity, resolve community concerns and mitigate the impacts of economic development projects

Who: CPC; DPW

When: long-term

Resources: Staff time; City funds

GOAL 5

Develop an environmentally sustainable and resilient transportation system

5.A Make capital investments and implement administrative strategies to ensure the resilience of the city's transportation infrastructure against future hazards.

ACTIONS

1. *Ensure that a thorough, timely, regularly updated plan is in place to secure bus and streetcar rolling stock from flooding.*
Who: Office of Emergency Preparedness; RTA
When: First five years
Resources: Staff time
2. *As transportation facilities are renovated, ensure that critical building systems are elevated and that facilities are hardened against flood and wind damage.*
Who: RTA; CPA; Office of Emergency Preparedness
When: First five years
Resources: Recovery funds; bond funds; federal funds
3. *Where feasible, utilize construction techniques and materials as roads are repaved and new drainage systems introduced to allow them to minimize and withstand floodwaters.*
Who: DPW
When: First five years
Resources: Recovery funds; bond funds; federal funds
4. *Ensure that the City's hazard mitigation plan and preparedness and response measures are coordinated with the Port, rail and regional freight planning efforts to efficiently and safely move hazardous materials throughout the City.*
Who: DPW; Port of New Orleans, Office of Emergency Preparedness; New Orleans Public Belt
When: First five years
Resources: Staff time; local funds; federal funds

5.B Develop a transportation system that contributes toward a healthier environment for future generations through investments in multi-modal facilities and green infrastructure for stormwater management

ACTIONS

1. *Minimize transportation-related greenhouse gasses and other air emissions.*
Who: RTA, City, CPC, Port of New Orleans, NOAB, RPC
When: Long-term
Resources: Staff time, City funds, State funds, federal funds
 - > Encourage the increased usage of clean fuels in public and private fleets.
 - > Support projects and programs that encourage travelers to take more trips using more environmentally sustainable modes.
2. *Support the usage of alternative fueled vehicles such as electric cars.*
Who: RTA, City, CPC, Port of New Orleans, NOAB, RPC
When: Long-term
Resources: Staff time, City funds, State funds, federal funds
 - > Increase the number of electronic car charging stations at public facilities and on the public right of way.
 - > Support the usage of electric cars for car sharing programs over conventional cars.
3. *Implement stormwater management systems that emphasize green and gray infrastructure*

solutions

Who: *CPC, DPW, SWBNO*

When: *First five years*

Resources: *Staff time, City funds, federal funds*